The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE·

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1504.—Vol. XXXIV. LONDON, SATURDAY, JUNE 18, 1864. {STAMPED......SIXPENCE. UNSTAMPED..FIVEPENCE;

MR. JAMES CROFTS, SHAREBROKER, No. 1, FINCH LANE, CORNHILL.
Mr. CROFTS transacts business, in the way of PURCHASE or SALE, in every description of stocks, but particularly in BRITISH MINES, in no case departing from the position of a broker, at net prices. All orders meet with the utmost punctuality and zeal, and advice given as to the nature and eligibility of INVESTMENTS, when required.
Mr. CROFTS, from a lengthened experience of the Mining Market, is competent to advise as to the merits of any mine, and the desirability of buying, selling, or exchanging shares. To the latter department he devotes particular attention.
*** A list of SHARES TO BUY, carefully studied, so as to lead to successful results in a short time, will be forwarded on application. Market highly in favour of purchasers.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET, LONDON, E.C.
JAMES LANE has FOR SALE at nett prices:—5 Basset and Grylls, £12; 10 Boscawen, £3¼; 50 Crebor, 48s.; 20 Drake Walls, 32s. 6d.; 10 East Carn Brea, £8; 50 East Providence, £4; 20 Great Wheal Busy, £3¾; 10 East Lovell, £20; 10 East Seton, 9s.; 30 Great East Lovell, £3⅛; 5 Great Wheal Fortune, £15; 20 Hallenbeagle, £5; 10 Marke Valley, £5¼; 30 North Basset, 30s.; 50 New Wheal Martha, £1⅛; 50 New Birch Tor and Vitifer, £3⅛; 30 New Wheal Rose; 10 North Treskerby, £2⅛; 50 North Devon, £1; 20 Pendeen Consols, £5; 35 St. Day United, 32s. 6d.; 10 Sithney and Carnmeal; 5 Sithney Wheal Metal, £3⅝; 20 Sortridge, 4s. 6d.: 10 Treworlis, £3; 10 Kitty (St. Agnes), £6¼; 5 Wentworth Consols, £16; 20 Wheal Grenville, £8; 3 West Frances, £30.

EAST WHEAL LOVEL.—When the shares in this mine were selling at a THIRD OF THE PRESENT PRICE, I called particular attention to this property, and I still recommend a purchase of the shares at the present low price, for a great rise must quickly take place, as the mine, according to the agent's report this week, is looking better than ever. Friday evening—closing price, £19 to 20.
79, Old Broad-street, London, E.C., June 17.

CAPITALISTS AND SHAREHOLDERS IN MINES. will do well to read the "Weekly Circular," published by Peter Watson, of Friday, the 10th of June, No. 326, Vol. VII; also of yesterday (Friday), the 17th of June, No. 327, Vol. VIII. Price 6d. each copy (post paid). Forwarded on application. In this "Circular" there are several mines mentioned, which are certain to pay good interest, and the price of shares greatly and quickly advance in market value. Important information is also given as to main causes of the recent great depreciation in the market value of some of the most prominent dividend and progressive mines.
79, Old Broad-street, London, E.C., June 17.

PETER WATSON'S WEEKLY MINING CIRCULAR AND SHARE LIST, published every Friday, price 6d. each copy, forwarded on application. This Circular contains weekly important information with respect to all the principal dividend and progressive mines in Devon and Cornwall.
79, Old Broad-street, London, E.C.

STOCK AND SHAREDEALER.—MR. PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 79, OLD BROAD-STREET, LONDON, E.C.
TELEGRAPHIC MESSAGES to BUY or SELL Railway, Bank, Mine, and other Shares and Stocks, punctually attended to on commission, or at nett prices for cash, or for fortnightly settlements, with advice as to purchases or sales.
Nineteen years' experience.
(Two in Cornwall and Seventeen in London.)
Bankers: Union Bank of London, and the Alliance Bank of London and Liverpool.
Every information can be obtained on personal application or by letter, as to purchases and sales of mine and other shares, and the best investment for capital.
From the close proximity of his Offices to the Stock Exchange, as well as the Mining Exchange, PETER WATSON is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality, and to the best advantage of his clients.—June 17, 1864.

MR. LELEAN, STOCK AND SHAREDEALER, 11, ROYAL EXCHANGE, LONDON, E.C.
Shares bought and sold on the usual commission. Telegraphic messages promply attended to. Mines inspected, and reliable information given. Established 15 years.
Mr. LELEAN recommends the purchase of Great Laxey, Great South Chiverton, and a few other mines. Names and prices furnished on application, if accompanied wtih proper references.—June 17, 1864.

MR. WM. BIRDSEY, MINE AND SHAREBROKER, No. 2, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, LONDON, E.C., has BUSINESS to TRANSACT, at close market prices, in—

Bronfloyd.	Great South Tolgus.	Nangiles.
Chiverton.	Great Fortune.	North Treskerby.
Clifford Amalganted.	Great Wheal Vor.	South Frances.
Chiverton Moor.	Gawton.	Stray Park.
East Russell.	Glasgow Caradon.	Tincroft.
East Rosewarne.	Great Laxey.	Wheal Uny.
East Gunnis Lake.	Great North Downs.	Wheal Grenville.
East Grenville.	Great Wheal Busy.	Wheal Seton.
East Grylls.	Hingston.	Wheal Edward.
East Lovell.	Marke Valley.	Wheal Crebor.
East Caradon.	North Roberts.	Wheal Grylls.
East Carn Brea.	North Downs.	

T. ROSEWARNE, having had the following mines recently inspected, is in a position to give reliable information—East Wheal Lovell, East Grenville, East Russell, Wheal Grenville, and Wheal Crebor.
June 17, 1864. Bankers: Bank of London.

RICHARD CLIFT, MINE SHAREDEALER, late of Redruth, now 48, THREADNEEDLE-STREET, LONDON, where all letters are to be addressed.

MESSRS. WARD AND JACKMAN, STOCK AND SHAREBROKERS, 2, ADAM'S COURT, OLD BROAD STREET, AND MINING EXCHANGE, LONDON, E.C. (ESTABLISHED ELEVEN YEARS.)
TRANSACT BUSINESS in BRITISH AND FOREIGN MINING SHARES and OTHER SECURITIES at closest prices, nett or on commission, but not being DEALERS only execute orders [illegible]nfided to them.
Telegraphic messages to buy or sell shares of every description promptly executed for immediate cash, or the fortnightly settlements.
Commission, 1¼ per cent. on all transactions.
June 17, 1864. Bankers: London and Westminster, Lothbury.

INVESTMENTS FOR CAPITAL. Paying 10 to 20 per cent. per annum in bi-monthly and quarterly dividends.
SHARP'S RAILWAY, BANKING, MINING, AND INVESTMENT CIRCULAR
(Gratis and post free)
Should be CONSULTED by the PUBLIC before INVESTING. It contains reliable information and advice to capitalists. Reports on Mines, Railways, Banks, Insurance, Docks, Loans, and all Financial Companies, &c., Record of Market Prices, and is the only SAFE GUIDE for the Investment of Capital.
HENRY GOULD SHARP, 32, POULTRY, LONDON, E.C. Established 12 years.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., pays particular attention to British Lead, Copper, and Tin Mines, for which he solicits orders to sell or buy, at nett prices.
FOR SALE:—150 Vale of Towy, 5s. 3d.; 50 Prince of Wales (tin); 25 North Treskerby, £2 10s.; 30 Long Rake, £3 10s.; 25 Wheal Emma, 10s.; 3 Grambler and St. Aubyn, £8.
BUYER of East Seton and Central Minera. State number and lowest price.

MR. WILLIAM WARD (late with Messrs. Dunsford and Ranken), SHAREBROKER, 29, THREADNEEDLE STREET, LONDON, E.C., transacts business in British and Foreign Mine Shares, and other securities, at the closest prices, but not being a dealer only executes orders entrusted to him. Telegrams to buy or sell for cash or the fortnightly settlements promptly attended to.
In any business that W. WARD is favoured with, in which he is the buyer, he will give cash on receipt of transfer.
Commission, 1¼ per cent. on all transactions.
Bankers: City Bank.

MR. GEORGE BUDGE, SHAREBROKER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 17 years), has FOR SALE at nett prices:—20 Hingston Down, £4⅛; 50 Okel Tor, £4; 150 Santa Barbara, 10s.; 1 West Damsel, £85; 30 East Grenville, £5 8s. 9d.; 1 West Sharp Tor, £32⅛; 2 Minera, £305; 80 Redmoor, 3s. 9d.; 100 Vale of Towy, 4s. 9d.; 100 Garreg, 1s.; 20 East Caradon, £29⅛; 35 Gonamena, £4; 25 Hallenbeagle, £4¾; 1 South Tolgus; 5 West Chiverton; 3 South Frances; 50 Wh. Unity, 6s.; 15 Wentworth Consols, £14¾; 100 Merllyn, 9d.; 100 Worthing; 50 Dale, 10s.; 2 Buller, £28¾; 30 North Basset, 20s. 6d.; 25 Pendeen; 150 Don Pedro, 11s. 6d.; 100 Sovereign Gold, 5s.; 2 Wheal Seton, £222¾; 50 Kelly Bray, 6s. 6d.; 50 Carn Camborne, 20s.; 5 Stray Park; 200 Anglo-Brazilian; 50 Bryntail; 200 Great Northern, 1s.; 120 South Grenville, 8s. 9d.; 10 Tincroft, £18⅛; 20 Wheal Kitty (St. Agnes), £6⅛; 30 North Treskerby; 20 Bedford United, £¼; 2 South Caradon; 300 Rossa Grande, 4s. 3d.; 100 Wheal Hartley, 13s.

GEORGE MOORE, 1, CROWN COURT, THREADNEEDLE STREET.
In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

30 Anglo-Brazilian.	5 Great Laxey.	30 St. Day United, 32s.
10 Bryntail.	20 Garreg, 6d.	10 St. Just United, 35s.
30 Bedol-Aur, 12s. 6d.	10 Gt. S. Tolgus, £3 6s 3d	50 Smith, Knight's Co.
5 Basset and Grylls.	20 Great South Chiverton.	20 St. Just Consols, 6s. 6d.
1 Basset.	10 Great South Caradon.	5 St. John del Rey.
2 Buller.	10 Great Grylls.	1 Stray Park, £31⅛.
5 Brynford Hall, £11⅝.	20 Great Wheal Metal.	50 St. David's Gold.
10 Brigan.	20 Grylls Wheal Florence.	1 Trelawny, £19 18s. 9d.
10 Bahia Steam.	10 Hallenbeagle, £4 11s 9d	20 Tywarnhaile (an offer wanted).
5 Cornish Clay.	20 Hingston Down.	10 Tolvadden, £1⅜.
1 Condurrow, £82.	50 Linares.	100 Vale of Towy, ⅝s.
25 Carn Camborne, 17s.	20 Marke Valley, £5 3s 9d	20 West Wheal Vor.
5 Clifford Amalgam. £35.	50 Mariquita, 12s. 6d.	30 Wheal Hartley, 14s 6d
8 Cwm Erfin, £29.	100 Molland, 1s.	1 W. Chiverton, £70.
2 Carn Brea, £56.	1 Minera.	1 Wheal Seton, £224.
2 Caradon Consols, £8.	20 Millwall Iron, 17s. 6d. premium.	50 Welsh Gold.
50 Crenver Abraham.	1 Nangiles, £29⅛.	5 West Stray Park.
10 Chiverton Val., 98s. 9d.	1 North Roskear, £20.	1 West Sharp Tor.
20 Camborne Vean, £2¾.	30 North Treskerby.	1 West Caradon, £16.
10 Chiverton Moor.	50 Nant-y-Iago, 5s.	30 Wh. Grenville, £7 9 6
50 Dale, 9s.	5 New Rosewarne, £10⅛.	10 West Condurrow, 6s 9d
50 Don Pedro, 12s. 9d.	20 No. Minera prefer., 7s.	10 Wheal Hearle, 7s.
20 East Carn Brea, £8¼.	30 New Martha, 26s. 9d.	2 Wheal Mary Ann.
10 East Russell, £4 3s.	20 North Shepherds, £5.	10 Wentworth, £14¼.
5 East Lovell, £19¼.	5 North Crofty, £4 11 3d	1 Wheal Rose, £45.
20 East Grenville, £5 7s 6d	10 No. Chiverton, £2 3s 9d	1 West Seton, £175.
5 East Vor, £5.	10 North Pool.	20 Wheal Ludcott, £2⅛.
30 East del Rey, 12s. 6d.	20 New Wh. Rose, 14s. 9d.	2 Wheal Margaret, £11⅞
5 East Caradon, £29¼.	10 North Rosewarne.	100 Worthing, 18s. 9d.
15 East Rosewarne, £3 1s.	30 No. Goich Hill, 22s.	2 Wheal Crebor, 47s.
5 East Treskerby.	20 No. Great Work, 17s 6d	10 Wheal Agar, £2⅞.
10 East Grylls.	5 Prosper United, £5⅛.	5 Wheal Uny, £5⅝.
5 Gt. Wh. Vor, £33¼.	3 Polbreen, £14¾.	20 Wheal Unity.
20 Great Busy, £3⅛.	100 Port Phillip, 26s. 9d.	20 Wheal Harriett.
2 Great Fortune, £14⅝.	50 Quebrada (£4 10s. paid)	5 Wendron Consols, £3⅛.
20 Great Devon & Bedford.	100 Rossa Grande.	50 Worvas Downs.
10 Great No. Downs, £3⅛	40 Redmoor.	100 Yudanamutana, £3.
5 Gonamena.	50 So. Carn Brea, 15s.	20 Wheal Caradon (offer wanted).
1 Grambler, £8⅛.	100 Santa Barbara, 10s.	10 West Martha, 19s. 6d.
50 Gt. Nor. Copper, 1s.	10 South Condurrow.	
10 Glas. Caradon, £3 13s 9	1 St. Ives Consols, £29.	
20 Great E. Lovell, £3 7s 6		

2, Adam's-court, Old Broad-street, June 17, 1864.

MESSRS. VIVIAN AND REYNOLDS, 37, OLD BROAD STREET, LONDON, E.C., MINING ENGINEERS, INSPECTORS of MINES, COMMISSION, and GENERAL AGENTS for the PURCHASE or SALE of MINE SHARES, RAILWAY, and EVERY OTHER DESCRIPTION of STOCK.
Commission on sharetransactions 1¼ per cent. on £100 and above, and 2½ per cent. on less sums.

MR. EDWARD COOKE, MINING SHAREBROKER, 75, OLD BROAD STREET, LONDON, E.C. Reliable information given on application, relative to the merits of mines, either for speculation or investment.
Mr. EDWARD COOKE having visited East Lovell Mine will be very happy to afford reliable information relative to the same.
June 17, 1864. Bankers: Alliance Bank, Lothbury.

MR. GEORGE BATTERS strongly recommends his friends to buy Tincroft, West Chiverton, Chiverton, Herodsfoot, South Caradon, Devon Great Consols, Great Wheal Vor, Chiverton Valley, Prosper United, Wentworth Consols, and Sithney Wheal Metal for investment. These shares will pay good interest for money at present quotations.—76, Old Broad-street, E.C.

THOMAS HAMILTON (late of Truro), STOCK AND SHAREBROKER, 4, AUSTINFRIARS, OLD BROAD STREET, LONDON, E.C.
Mine shares bought and sold on the usual commission.

MR. WALTER TREGELLAS, STOCK AND SHAREBROKER, 12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.
Mr. TREGELLAS has FOR SALE 100 shares in the Buenos Ayres Great Southern Railway Company (£3 paid), at 1 dis.

JAMES HUME, SHAREBROKER, 74, OLD BROAD STREET, AND MINING EXCHANGE, LONDON, E.C.
FOR SALE:—

10 Marke Valley, £5⅝.	10 East Lovell, £19¼.	5 West Tolgus, £60.
10 East Caradon, £30.	5 West Chiverton, £72.	50 Great Retallack.
20 Grenville, £7⅝.	10 Hallenbeagle, £4⅛.	50 West Par, 8s. 6d.
50 East Grenville, £5⅝.	50 Crebor, 47s.	3 South Frances.

A BUYER of Uny, East Carn Brea, East Grenville, Crebor, and West Vor.
Mr. HUME'S Circular for June 9 will be forwarded on application, and contains special reports and remarks on the leading market mines. Price 6d. per copy; subscription, 5s. per annum. Bankers: London Joint-Stock Bank.

GEORGE RICE, SHAREBROKER, 5, COWPER'S COURT, BIRCHIN LANE, LONDON, (21 years' experience), has SPECIAL BUSINESS, as BUYER or SELLER, for cash or account, in the following mines:—

	Closing quotations.		Closing quotations.
Chiverton	10¾–11	Marke Valley	£ 5 – 5¼
Clifford Amalgamated	34 –35	New Rosewarne	9¼– 9¾
Devon & Bedford (Colch)	10s. prem.	North Treskerby	2 – 2¼
East Lovell	18¾–19	Prosper United	4¼– 4⅛
East Rosewarne	2¾– 3	Nangiles	28⅛–29¼
East Caradon	29¼–29¾	Wheal Crebor	45s. 6d.–46s. 6d
East Russell (call paid)	3¾– 4	West Chiverton	70 –72¼
East Carn Brea	8⅛– 8⅜	Wheal Grenville	7⅜– 7⅝
East Grenville	5⅜– 5⅛	Wheal Seton	220–225
Great Wheal Vor	33 –33⅛	Wheal Hope	3⅛– 3¾

WHEAL GRENVILLE AND EAST GRENVILLE.—Special Business.—G. RICE is always prepared to advise when to buy or sell in these shares.
A NEW METHOD OF SPECULATING FOR GREAT PROFITS WITH A SMALL OUTLAY.—EAST WHEAL LOVELL.—This mine is strongly recommended by several influential brokers, who state that it is a very rich mine, that shares ought to be bought, and that the price is likely to go to 40l. per share, and probably higher. (See their advertisements and circulars.) GEORGE RICE will afford speculators the opportunity of purchasing these shares without locking up much capital, and offers to sell 50 shares, or any part, for delivery and payment end of 1864, at the market price, adding the usual interest on the amount of purchase.
Money advanced on mining shares.
June 17, 1864. Bankers: Bank of London.

MR. G. D. SANDY, SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C.
FOR SALE:—

100 Bedol-Aur.	10 East Carn Brea, £8⅜.	10 Tolvadden, £1¼.
10 Bryntail.	20 East Grenville, £5⅛.	10 Sithney Wheal Metal, £3¾.
5 Bryn Gwiog.	20 East Rosewarne, £3.	1 Wheal Buller, £29.
20 Carn Camborne, 20s.	20 Great Retallack.	20 Wheal Crebor, 46s. 6d.
30 Chiverton, £11¼.	10 Great So. Tolgus, £3.	50 Wh. Grenville, £7¾.
2 Clifford Amal., £35¼.	50 Great South Chiverton.	10 Wheal Hope, £3¾.
5 Crane.	10 Great Fortune, £14¾.	5 Wh. Prosper (Breage), £3⅛.
1 East Basset, £63¾.	10 Great Laxey, £14¾.	1 Wheal Rose, £43.
40 East Bottle Hill, 2s.	20 North Wh. Basset, £1¾	2 Wh. Trelawny, £21⅛.
20 East Great Work, 25s. (£2 10s. paid).	20 No. Treskerby, £2 7 6	
	10 No. Wh. Crofty, £4¾.	

EAST LOVELL continues to improve. See agent's report in another column.
Mr. SANDY can confidently recommend two or three mines certain to have a great rise during the present year. Intending purchasers should apply at once.
A correct daily price list will be forwarded on application.
Business transacted at the closest market prices.

MR. J. P. ENDEAN, STOCK AND SHAREBROKER, 1, CROWN COURT, OLD BROAD STREET, LONDON, E.C.
Having had 25 years' experience in the mining districts of Devon and Cornwall, and three in the London market, with daily information of important changes from qualified agents, also the most authentic reports relating to other investments, he is in a position to afford the earliest information to his clients, and to direct capitalists whether to buy or sell in mines, railways, or other securities.
Investors should apply to him for reliable information relative to the Chiverton Mines, also the Camborne and Illogan districts.
A carefully selected list of sound progressive and dividend shares (certain to give a large percentage immediately) forwarded on receipt of 5s. in stamps.
Orders and telegrams receive immediate attention.

MR. T. P. THOMAS, MINING AGENT AND AUCTIONEER, 2, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 2, PINNER'S COURT, OLD BROAD STREET, LONDON.
Mr. T. E. W. THOMAS strongly recommends the purchase of Wheal Grenville shares at present rates.

MR. FRANCIS G. LANE, No. 2, ROYAL EXCHANGE, LONDON, E.C., has the following SHARES FOR SALE:—

10 Great Laxey, £14⅜.	50 St. Just Consols (fully paid), 14s.	50 Great Devon & Bedford, ⅝ prem.
20 North Treskerby, £2⅛.	10 Sithney Carnmeal, £5⅛	50 Wheal Edward, 24s. 9d.
30 Quebrada (£4⅛ paid), £3⅜.	50 East Russell, £4 3s. (call paid).	50 Hawkmoor, 4s. 9d.
50 North Basset, £1⅞.	5 Vigra and Clogau, £29.	25 No. Shepherd, £4 13 9
100 West Condurrow, 2s.	10 North Crofty, £4⅝.	50 Hallenbeagle, £4⅛.
25 St. Just United, £2.		10 Gt. Wheal Vor, £33.

Parties of respectability can have transfers registered into their names previous to payment. Bankers: London and County Bank.

MR. F. W. MANSELL, MINING SHAREBROKER, 75, OLD BROAD STREET, LONDON, E.C.

MR. JOHN R. PIKE, GENERAL SHAREDEALER, OFFERS his SERVICES to INVESTORS. 3, PINNER'S COURT, OLD BROAD STREET, LONDON.

MR. E. GOMPERS, MINING OFFICES, 3, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTED in BRITISH and FOREIGN STOCKS and SHARES.
Terms, 1¼ per cent. Bankers: London and Westminster Bank.

WILLIAM SEWARD, MINING BROKER, STOCK AND SHAREDEALER, 19, THROGMORTON STREET, LONDON, E.C.
Commission, 1¼ per cent. on all transactions.

MR. JOHN B. REYNOLDS has REMOVED from 37, Old Broad-street, to 54, THREADNEEDLE STREET.

MR. H. WADDINGTON, MINING AND SHAREBROKER, 20, THROGMORTON STREET, LONDON, E.C.
Shares in railways, mines, &c., bought and sold on the usual commission.

MATTHEW GREENE, SHAREBROKER, 27, AUSTINFRIARS, LONDON, E.C., has the FOLLOWING SHARES FOR SALE:—

25 East Grenville, £5 8 9	10 East Russell, £4.	25 Tolvadden, 35s.
50 East Rosewarne, £3.	50 Great Retallack, 5s. 6d.	15 St. Just United, £1¼.
5 East Caradon, £29¼.	10 Great Laxey, £14.	50 Wh. Crebor, 46s. 6d.

Commission on purchase or sale of shares, 1¼ per cent.

WILLIAM BARTLETT, STOCK AND SHAREBROKER, MINING EXCHANGE, and No. 2, BUCKLERSBURY, LONDON, E.C.
Advice given as to the safest and best paying investments.
Bankers: Alliance Bank.

MR. THOS. THOMPSON, MINING OFFICES, 12, OLD JEWRY CHAMBERS, LONDON, E.C.

JOHN RISLEY, 32, LOMBARD STREET, LONDON, E.C. SHARES in MINES BOUGHT and SOLD on commission, at 1¼ per cent., for immediate cash. Bankers: London and Westminster, Lothbury.

MESSRS. ROBERTS AND CO., 31, NEW BROAD STREET, E.C., have selected a LIST of DIVIDEND and PROGRESSIVE MINES which they can strongly recommend. Also, Bank, Railway, and other shares.
Commission, 1¼ per cent.
Office of ROBERTS and Co.'s "Price List, and Stock and Share Reporter," price 3d.

WILLIAM ALLISON, STOCK, SHARE, AND MINING BROKER, 29, AUSTINFRIARS, LONDON, E.C.
Orders to buy or sell, accompanied by references, punctually attended to.

MR. J. W. GILBERT, MINE SHAREBROKER, 1, PINNER'S COURT, OLD BROAD STREET, LONDON.

JOSEPH GREGORY, STOCK AND SHAREBROKER, 2, HATTON COURT, THREADNEEDLE STREET, LONDON, E.C.
Commission on purchase and sale of mining shares, 1¼ per cent.
Bankers: City Bank.

MR. J. H. COCK (late of Redruth), STOCK AND MINE SHAREBROKER, 3, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.
J. H. COCK, having had 12 years' experience in the mining market at Redruth, is in a position to give sound advice to those about to buy or sell mining property.

WHEAL BASSET.—WANTED, for the above mine, an EXPERIENCED UNDERGROUND AGENT. Salary, eight guineas per month.—Applications, by letter or in person, to be made to the Committee, at the mine, on Friday, the 24th inst.—Dated Wheal Basset, Redruth, June 15, 1864.

WANTED, by a Cornish captain, a SITUATION, at home or abroad, either in a TIN, LEAD, or COPPER MINE, as UNDERGROUND AGENT or DRESSER. The advertiser has had many years' experience, and is well acquainted with mining in all its branches. Testimonials as to character and ability, with unexceptionable references, can be produced.—For particulars, apply to "G. O.," MINING JOURNAL office, 26, Fleet-street, London, E.C.

WANTED, a PARTY in CORNWALL to PURCHASE COPPER ORES, at the TICKETINGS, or OTHERWISE. One who can do the business well would find this worth attention.—Address, "Box S 2," Post-office, Manchester.

WANTED, an AGENT to take charge of a SLATE QUARRY in SOUTH WALES. One who well understands the quality of slate, and the splitting and dressing of it, and the general working of a quarry, and is well acquainted with the value of labour.—Apply to Mr. JOHN PEARCE, Tregullow Office, Scorrier, Cornwall.—Dated June 8, 1864.

WANTED, GOOD MINERAL SETTS in ENGLAND or ABROAD. Applicants must state full particulars, with copies of reports.—Apply by letter, to "Mineral," MINING JOURNAL office, 26, Fleet-street, London, E.C.

A MECHANICAL ENGINEER, of long practical experience, DESIRES an ENGAGEMENT, where thorough knowledge of every branch of his profession would be appreciated. Immediate employment would be of greater consideration than the commencing salary.—Address, "N. Z.," MINING JOURNAL office, 26, Fleet-street, London, E.C.

FOR SALE:—25 Uny, £5 18s. 9d.; 50 North Downs, 37s. 6d.; 4 West Caradon, £17⅛; 3 North Roskear, £21¼; 5 Trelawny, £20¼; 3 Providence, £40⅛; 3 Margaret, £12⅛; 10 Trelyon Consols, £7⅛; 25 Great East Lovell, £3¼. With an approved London reference, the shares may be registered before payment. —Address, "X. X. X.," Jamaica Coffee-house, Cornhill, E.C.

FOR SALE, the FOLLOWING SHARES:—28 Chiverton, 10 Wentworth Consols, 20 Mineral Bottom, and 19 Pentre Lygan. An offer is wanted for the lot.—Address, "A. B.," Thomas's Newspaper Office, 21, Great Marylebone-street.

FOR SALE,—A GOOD and SUBSTANTIAL INVESTMENT—TEN SHARES in the PROSPER AND MITCHELL UNITED TIN MINES, at £18 per share.—Apply to "Y. Z.," 441, West Strand.

FOR SALE, a VALUABLE SLATE QUARRY in MERIONETHSHIRE, partially opened.—Address, WALTER THOMSON, Esq., Copthall-buildings, Throgmorton-street, E.C.

ELFORD, WILLIAMS, AND CO., COPPER ORE WHARFINGERS, METAL AND GENERAL COMMISSION AGENTS, SWANSEA.

MANCHESTER.
MR. W. HANNAM, MINING, SLATE QUARRYING, INSURANCE, AND GENERAL SHAREBROKER, ROYAL INSURANCE BUILDINGS, KING STREET, MANCHESTER.
A Monthly Investment Circular on application.

Original Correspondence.

COAL-CUTTING BY MACHINERY.

SIR,—The trial of the long-looked-for machine, invented by Mr. J. G. Jones, of 53, Cumming-street, Pentonville, London, took place at Blaina Ironworks, Monmouthshire, on June 9, and the result proved of a most satisfactory character. There were present one or two gentlemen and engineers from Yorkshire, and others, all of whom pronounce it to possess far more advantages than any machine out, its striking peculiarity being that the pick can be made to work in any direction whatever under the control of the man working the machine. I am sorry, Mr. Editor, that time will not permit me at present to write you a more detailed account, but which, doubtless, will soon find its way to your columns.

June 14. OBSERVER.

RECENT COAL-CUTTING PATENTS.

SIR,—I have noticed with particular interest the several statements and reports which have appeared in the Journal of late on "Recent Coal-cutting Patents," and as this subject is one of much importance to the mining world, and one with which I am well acquainted, I trust you will allow me a small space in your next issue for a few remarks thereon. In the first place, I will call the attention of your readers to the letter signed "The West Ardsley Company," in the Journal of the 4th inst., as it is only from such a company that a true statement might reasonably be expected, and especially as they offered to correct the reports of others on the same subject; and, had I not been well acquainted with the West Ardsley Company on this matter, both now and at the time when the machine was first introduced to their colliery, I certainly should have believed, like many others, that the several statements in their letter were true, and that the West Ardsley Company were really entitled to the credit they claim, and to the sympathy of the mining world for their trouble and large expenditure complained of. However, I trust that I shall be able to show to your readers that many of the statements put forth in their letter are far from being correct, as the explanation they give of the introduction of the first machine to their colliery is a very unfair one, both to myself and Mr. Ridley; for, in point of fact, the machine they state as being practically a failure is the same patent coal-pick they have so often represented to the public as doing so well at their colliery; and this machine was invented by Mr. Ridley and myself, and patented March 30, 1861, No. 795; and this patent is practically the mother of both Ridley, Firth, and Donisthorpe's patent, and Ridley and Jones's patent, of which we have heard so much lately, one at the Hetton Colliery, Durham, and the other at the Broom Hill Colliery, Northumberland; and it will be evident to anyone who would take the trouble to look over the specification of the patent of March 30, 1861, Ridley and Rothery's patent, that neither the Hetton machine nor the Broom Hill machine can be worked by their assumed inventors absolutely, and in the face of the mother invention of March 30, 1861.

In proof of this, on referring to the patent of November 26, 1861, Ridley, Firth, and Donisthorpe's patent, No. 2977, we find at page 5, and paragraph 30, it is described that the specification of Ridley and Rothery's patent, March 30, 1861, is sufficient for that part of the specification referred to in Ridley, Firth, and Donisthorpe's patent; consequently it will be evident that the specification of Ridley and Rothery's patent, and Ridley, Firth, and Donisthorpe's patent, must rely upon each other in point of law, and the same may be said in reference to Ridley and Jones's patent of June 8, 1863, which is known by the name of the trunk machine: here, again, in this machine is nine parts out of ten of the mother machine of March 30, 1861. Certainly the introduction of the trunk cylinder, as a prime mover, is a great advantage over the old arrangement of cylinders for working the machine, for, by the introduction of the trunk cylinder, the length of the machine is considerably reduced, and the machine is more portable, and more easily taken round the sharp bends and corners of the workings. Another advantage is, the trunk economises the power required for the return stroke, but even the trunk cylinder would have been absolutely useless had not the other cutting arrangements of March 30, 1861, been completed, and well adapted for any prime mover as a power to work it.

Now, on referring again to the West Ardsley Company's letter, they say that the Hetton machine is their property, and protected by their patent of November 26, 1861; this statement is positively incorrect, for this patent was taken out by Ridley, Firth, and Donisthorpe, as before stated, and I may further say, that there is no patent on record in the name of the West Ardsley Company relating to coal-cutting machines. How they have fallen into this error is best known to themselves; and I am at a loss to conceive, in the face of the above facts, on what grounds they can request the credit for the invention of the coal-cutter to be awarded to them, as they have done in their letter. This looks very ambitious, and, in my opinion, is not in accordance with the old proverb, "fair play is a jewel;" and I trust, before the public give their verdict on this point, they will well consider the matter over.—*Pinston, Pontefract, June* 16. J. ROTHERY.

THE DISCOVERY OF COAL IN BRAZIL.

SIR,—In last week's Journal there is an article, from a correspondent, commenting upon a letter of mine which appeared in the *Brazil and River Plate Mail* of June 7. I am very much amused at the unusual amount of interest in my brother's and my personal welfare which your correspondent displays, and especially at his anxiety to preserve us both from falling into error, either from misstatements of facts, or from an untimely elation at the prospect of becoming "millionaires in scarcely more time than would be necessary to float a (*bubble*) company." One ought to be deeply thankful to such a critical friend as he might appear to others to be, but his personal interest is a little too *prononcè*, as the French would say, and one has to ask the reason for such a display of feeling and anxiety? or else to conjecture motives by a local knowledge of his peculiarities. At a glance through his article, "The Discovery of Coal in Brazil," I see that he knows no more of the Brazilian coal discovery than what he has derived from information which I myself have given to the public, and that he does not possess an additional fact, or a scrap of original matter, to send to your columns upon the subject he writes about. The letter which he appears to be so anxious to bring before the notice of the readers of the *Mining Journal* was written to deny a specific claim from a Dr. Freire, which had appeared in Brazilian papers; and if your correspondent had been honest, instead of *ex parte*, in his selections from that letter, he would have given the *postscript*, which settles the question of claim by Dr. Freire's own admission of mistake.

If it be not against your rules, I would ask you to be kind enough to insert my letter to the *Brazilian and River Plate Mail*, of which I enclose a copy. I think it is only fair to your readers to see this letter *unmutilated*, and I leave to them to judge of the "reasons" which moved your correspondent to use it so pointedly and personally to my brother and myself.

I shall be most happy to supply you with much additional information upon the Brazilian coal discovery if you think it interesting; but for the present I am requested by my brother to retain the matter in hand until I receive the completed report of his exploration; but I may, perhaps, be free to say that this discovery is no exception to the fate of most *first discoveries* of other good things in their way, and the honour of first finding the Jaguaras coal field may, after all, not belong to the late William Boulich, but to a party of explorers, who published at Rio a report in French, some 20 years ago, which bears the names of a Frenchman and of a Prussian. In a country like the vast empire of Brazil, possessing no recorded history (excepting religious and military), the claim of anyone, coming after the enterprising and penetrating Jesuit missions, to "first discoveries" might be received with reservation, or accepted, as the Brazilians at Rio Grande, in 1862, accepted the report of the Jaguaras coal, as both important and new to them.—*June* 14. JOHN PLANT, F.G.S.

THE BRAZILIAN COAL MINE ON THE JAGUARAO.

SIR,—In the *Brazil and River Plate Mail*, of April 7, was an extract from the *Journal do Commercio* of a communication from Dr. Reginaldo Monez Freire, the purport of which was to object to the correctness of some of the facts and data supplied by myself, and relating to the Jaguarao coal field. He especially objected to an article which appeared in the *Times*, and concluded with asserting that he (Dr. Freire) and the Senhor Louis Boulioch held the Imperial concession of the mines; but, kindly considering "that the notable perseverance and labours" of my brother, "Mr. Nathaniel Plant, were beyond question, he would be entitled to a generous indemnification from the concessors."

As I had possession of more information upon the Jaguaro mines than anyone else in England, I felt inclined to question the truth of this last assertion, and on immediately searching through my brother's letters, I was surprised to find that whilst mentioning the names of many Brazilians whom he had come in contact with in his fourteen years' residence in Brazil, he never once mentioned that of Dr. Freire; nor does the name occur in the printed report in the Brazilian papers; nor in the Imperial decree for exploring the mines, Feb. 6, 1863; nor in the decree granting the concession to Senhor Louis Boulioch, Oct. 9, 1863; nor in the decree granting the land, March 24, 1864; in fact, the name was as strange to me as were his facts about the coal mine or its history, and I, therefore, forwarded your paper to my brother at Rio Grande, requesting his attention to Dr. Freire's statements.

By the last mail I have received a reply from my brother, together with Rio Grande papers of the dates of March and April, containing protests and denials enough to demolish for ever the fictitious claims of Dr. Freire to be regarded as one of the concessors of the Jaguarao Coal Mine.

It will not be necessary to send for insertion a translation of the whole of these articles—their purport is significant and clear. The first shows that the Imperial concession of the Jaguarao Coal Mine is to Senhor Louis Boulioch alone, and that he has *legally privileged* the same to Senhor Nathaniel Plant and Senhor Colonel Thomas José de Campos, these two last-named being, in the eye of the Brazilian law, sole owners of the power to work the mines. Another article is directed to prove that the Brazilian coal reported upon in the International Exhibition by Dr. Percy and Robert Hunt—to which report, perhaps, Dr. Freire may allude in his communication—was coal sent by the Viscount de Barbacina from the thin surface coal beds in the province of Santa Catharina, and not coal from the Jaguarao Mine in Rio Grande, so that it may be that the unfavourable report upon the coal in the jurors' report was well deserved. I am unwilling to waste time and your space in replying to all the misstatements of Dr. Freire, especially as he will by this time have received a copy of the paper read by me at the Manchester Geological Society, in which the honour of the first discovery of the coal was *not* claimed for my brother, but justly given to the late William Boulioch; that my brother is not an engineer, but a geologist; and that I never stated the coal shown at the International Exhibition to be of inferior quality; or that Mr. Smyth was ever engaged to survey and report upon the coal mines. It may be that some of the condensed paragraphs in the newspapers have conveyed erroneous impressions, which will not be borne out in my original paper.

In conclusion, I may say that the geological exploration of the Jaguarao coal field is now completed by my brother, and that he has discovered thick beds of Cannel coal, as pure as any ever raised from the mines of Wigan; the intervening beds of ironstone and shale are also rich in true carboniferous fossils. Mr. W. J. Smyth, the railway engineer, has finished his survey for a railway to the coal mines, a distance of 50 miles, in a direct line; but his track traverses a district over 100 miles in length. His estimate of the cost is 700,000*l.*, upon which it is anticipated the Imperial and Provincial Government will guarantee 7 per cent. No estimate for the coal mine has been definitely fixed. My brother, Senhor Campos, and Mr. Smyth, are now at Rio Janeiro to lay their report before the Government, after completing which the project will be brought to England about the end of August. JOHN PLANT, F.G.S.

Royal Museum, Peel-park, Manchester, June 2.

P.S.—In a private letter my brother states that Dr. Freire has acknowledged his mistake about the concession, which arose out of some private business transactions with Senhor Boulioch.

EDITOR'S NOTE.—"Mr. John Plant, F.G.S., writes to us to contradict certain statements made in the *Journal do Commercio* of Rio de Janeiro (reproduced in our number for April 7), disputing the possession by Mr. Nathaniel Plant of any right in the concession of the great Brazilian coal field of Jaguarao, recently brought prominently before the English public in a paper read before the Manchester Geological Society. This assertion was made by a Dr. Freire, who, however, has since acknowledged himself to be in error. We direct attention to Mr. Plant's communication, which will be found inserted in another part of our paper."

PREVENTION OF COLLIERY ACCIDENTS.

SIR,—My letter on Ventilation is not at hand, but I think its tenor is that I deprecate splits of a colliery, as involving the necessity of splits of the air. In the Journal of June 4, Mr. Fairley mentions the name which uniformly turns up in such questions—Mr. Buddle. On a survey at his main work, Penshir, I had access to the working plan, and with surprise saw the needless necessity for the numberless splits of the air. Under this view I do not fall in with Mr. Fairley's term "districts of working" in one and the same colliery, or with the theory that the whole product of foul air in a colliery cannot be best overcome by the whole current of air being passed around the whole waste. The roof, where it is possible, is flat, and almost unbroken down on the floor, &c. I hold the stall system requires tenfold the "number of doors" long work does.

As to the main questions of the two systems "quantity landable daily," the faces right and left may come out once or twice daily by the latter; and it will involve "districts," indeed, to do more by short work. As to doors "left open," had my letters been published "intact," that and other points would have been provided for. Trains will open doors both ways, and a pendulum keep them firm in the centre when closed. That "each split must be of sufficient force to remove all foulness," is begging the whole question. The letter of Mr. Fairley ignores nearly the whole of mine; and I believe I could not better reply to it than by saying—"Read it *fairly*, and do not rely on common colliery cant in reply to it." My letter would also have shown that I contemplated an air-pit when the opening headings had reached the upper side of the "winning," which supposes one split, and disposes of the most imposing objection to my mode proposed, the "length" of the current rounding the whole waste. But does not two roads of equal size, instead of one, involve half speed of the air between the down and up-cast shafts? As hydrogen will vent to the airway or upper side of the waste, the foul air will not, with an air-pit, pass the men at work. And this brings us to the question of whether Government should not allow a single and divided shaft, until the headings come to the said upper side of the winning for up-cast shaft. As to his having seen long work abandoned, a man can do something when he knows how. There are roofs so strong that it is, perhaps, impossible, and more costly. As to "filling up the gobs," my letter stated we had no filling or packs in the long work banks of Ling's and Tupton, near Chesterfield, the latter a 5-ft. seam. I spoke of roads in the waste without pillars of coal, as a new fashion, but not a yard of coal was left for a day, even around the shaft at some works in Derbyshire a century ago. I was at Tinsley Park Colliery, Sheffield, a youth, to set out long work, then rejected, but established half a century after. If Mr. Fairley could quote "many able authorities on splitting currents of air, I never read a book on mining, or saw a mine, except on business in it; and one who has sold his 1000 tons of coal daily at New York, at 14*s.* per ton, and now gets 32*s.*, giving the income of a rich English duke, says the same. I never met an underground agent who could say what fall *his* pit trams required on *his* road (as both were) to give equal work to the horses inward empty and out-laden; in practice about the most useful matter to know. Leases should allow that fall along deep side roads, and no greater. T. BUTLER.

Bank-street, Sheffield.

DISCOVERY OF SLATE ROCK IN MERIONETHSHIRE.

SIR,—As everthing relating to slate discovery must, owing to the immense demand, and the high premium of the produce, be of decided interest to the whole mining community, I venture to send you a brief account of a valuable discovery in the above part. There is one thing relative to the primary, or non-fossiliferous system, that must ever prove a great obstacle to geologists—that no conclusive and satisfactory theory can be formed of it, so as to guide us in different circumstances. Indeed, every vein of slate seems to carry with it its own theory. I am intimately connected with several, and, by inspecting, partially acquainted with many of the English as well as Welsh quarries; yet I cannot call to mind any two in which the leading features are the same. The reason for this is obvious. As the clay-slate is intimately associated with the gneiss and mica-schist groups, and as igneous intrusions have caused great upheavals and disruptions to this strata, we may very reasonably infer that the clay-slate strata would be similarly affected. Such is the case. It is also equally as clear that these changes will be different under different circumstances, and hence the difficulty of forming a complete theory. I will mention one instance by way of illustration. A little to the south of Craig Ddu Quarry, Festiniog, there is an old quarry opened on the same vein. The strata at the old quarry lies in an angle of about 40, while at Craig Ddu it lies quite flat. It appears there has been an upheaval just at the spot where the old quarry has been opened, as the strata falls in an opposite direction just beyond the old quarry, forming what is called a "saddle." After the strata gets out of the effects of this upheaval it lies flat, as seen at Craig Ddu. But, strange to say, the strata at the Craig Ddu Quarry, all of a sudden, owing to some internal change, sinks down 10 or 12 yards, without affecting the run at all. Every layer can be traced where it is sunk to correspond with the layers from which they sunk. Of course the upheaval at the old quarry rendered the rock so small, and crushed it in such a manner, as to make it useless; and had the proprietors known a little about geology they would never have ventured a penny on the spot. But I did not intend to enter thus far into the question, and must commence my subject. I consider the present discovery a very important one, inasmuch as it may lay open a large field for profitable speculation, to which no attention has yet been paid. The vein is from 23 to 25 yards wide. The present workings on it are about three miles from Dinas Mawdwy, on the road to Llany Mawdwy; it can easily be seen from the turnpike road. I have heard some suggest that it is the same as the Corris and Aberlliferi veins; but this, for several reasons, I rather dispute. The vein is wider than those generally are, the slates are of a much finer texture and blue colour, and the bearings do not coincide. However, I own that the vein in the distance between the two places may widen, and undergo several changes. This vein has a great many of the essentialities to make an excellent quarry; the cleavage is good, the blocks can be split into very thin plates, and the quality is tough and durable. The vein runs through the mountain in such a way that the quarry can be uncovered. There are advantages for driving tunnels to work the lower galleries: the depth is good, about 300 yards, with plenty of deposit for the debris. Water power can be had with little expense, and an incline can be made from the quarry down to the turnpike-road; this would cost but the bare materials, and as the railroad will be made to Dinas there would be but three miles' carriage to the station. With all these advantages, if the quarry were worked by a spirited company, there can scarcely be a doubt that the ultimate results would prove most satisfactory. Mr. Robert Pugh Jones, and one or two others, the present proprietors, have opened on one part of the vein only, and slate of beautiful description has been dug from there. SAMUEL JENKINS,

Dinas Mawdwy, June 13. Quarry Inspector.

ELVAN COURSES, AND THEIR INFLUENCE ON LODES.

SIR,—A month or six weeks ago some enquiries were made in the Journal, by "Amateur," as to the influence of elvan courses on lodes, which I regreat were not answered by any of your correspondents. The subject is one of much practical importance, and its discussion in your columns would, I have no doubt, be attended with useful results. But before entering upon it we should clearly understand what an elvan course really is. Probably Cornish miners may think it wholly unnecessary to describe an elvan course, for they know the rocks to which the terms is applied, having worked in them from childhood. But we do not all live in Cornwall, and I have many times heard of elvans in mines, where the conditions in which they are found in Cornwall do not exist. That I may not be misunderstood, let me explain. A very high authority, in speaking of elvans, says—"They are obviously veins derived from the granite, since that particular kind of rock (elvanite) only occurs in districts where granite also occurs, and they are generally more numerous as we approach the granite." Assuming this definition to be right, when I hear of elvans in Cornwall, or in some parts of Ireland, I have a complete and definite conception of the rock—its mineralogical character and the conditions under which it is found; but when elvans are spoken of in districts where there is not a vestige of granite, I am at a loss to understand what is meant. There is evidently some confusion in the application of the term, or it may be that it has a broader meaning than I am conscious of. At any rate, before we consider the influence of elvan courses on lodes, it would be well to remove the difficulty I have stated; and I should feel obliged if some of your correspondents would explain to us what elvan courses really are, so that we may be able to draw from our enquiries reliable conclusions as to their influence on lodes. I do not approach this subject as a controversialist. Having no personal ends to serve, my sole object is the diffusion of sound practical knowledge on mining and its collateral science. H. D.

June 14.

MINING ANOMALIES.

SIR,—Your correspondent in last week's Journal, writing on this subject, should have also alluded to the present market value of some of the lead mines as well as copper mines—for instance, West Chiverton selling at 210,000*l.*, and paying a three monthly dividend of 15*s.* only; Wheal Chiverton selling at 32,000*l.* until recently, for many years abandoned, being 80 fathoms deep in course of draining the water; where heavy calls will have to be made, and when drained, the bottom of the mine will be found poor; Wentworth Consols selling at 45,000*l.*, on a parallel lode just below the adit level, making no returns; whilst East Chiverton is selling at 8000*l.* only, and embracing all the lodes of the foregoing mines, with equal prospects. As a contrast, take the lead mines in the Liskeard district—Herodsfoot selling at 38,000*l.*, giving regular dividends of 35*s.* per share; Mary Ann selling at 15,000*l.*, giving 10*s.* dividends; and Trelawny selling at 19,000*l.*, giving a three-monthly dividend of 12*s.* 6*d.*, being established dividend mines, with every prospect of a continuance. Such a fallacious difference as to the intrinsic value of these mines can only be accounted for by the combined efforts of parties interested; but as to their respective merits for the legitimate investment of capital, as a commercial enterprise, I leave the *bona fide* investor and the mining community to judge.

June 15. ANOTHER OBSERVER.

THE WHEAL TREEBY MINING COMPANY.

SIR,—Men of business, and men of principle, who are acquainted with the practices carried on, too often with impunity, in mining as well as in other public enterprises, will thank Mr. Paull and Mr. Berry for their *exposé* of the Wheal Treeby mismanagement—reports of which have appeared in the Journal for March 26, and June 4 and 11. Mr. Paull's letter, in last week's Journal, gives a finish to the affair, by fixing the blame on the right party; but, as a case affecting the reputation of cost-book management, it deserves more than a passing notice. When Pursers, of their own accord, or in conjunction with other shareholders, divide amongst themselves any balance of cash remaining upon the suspension of the works, the cost-book rules, which take root on the common partnership principle, are unquestionably violated. It is the Purser's duty to prevent any such irregularity, by calling a special meeting of the shareholders, and to record the proceedings in the minute book. No such record exists in this case, and hence the complaint by the shareholders, through Mr. Berry. There was, of course, a good reason for such non-entry of what is decidedly an illegal transaction. With respect to the other matters in dispute which are noticed in the reports alluded to, they tend further to show the unsatisfactory nature of the management of the company's affairs; but my object is to point to a particular feature which bears on the general interests of cost-book mining, as a warning to other companies. It is to be hoped that Mr. Paull and Mr. Berry will follow up the case, for the sake of those home enterprises which rarely find such able champions. Mr. Berry is especially known for his independent spirit in the advocacy of the mining interests, and I rely on his acting upon the hint he dropped at the meeting, as to a further exposure of the irregular proceedings in this case.

HOKO.

BIRCH TOR MINES.

SIR,—In the Journal of April 30 you were kind enough to insert a letter from me, and in the same Journal appeared also a letter from Capt. Wm. Skewis; and, from the apparent desire therein expressed for a meeting on the mine, I expected forthwith to have heard from him, for the purpose of making some arrangement for that purpose. Not having done so, on May 3 I sent him, by special messenger, a letter, of which the following is a copy:—"Horrabridge, May 3: It was not until last evening that I had a sight of the *Mining Journal* of last Saturday. If you had said to me some early day last week what you have inserted in the Journal of last Saturday, it would certainly have prevented the appearance of my letter, and might, perhaps, have saved you the trouble of sending yours to the Journal. I believe it now only remains for us to fix on a person to carry out what appears to be the wish of us both.—J. Lean." This was personally delivered by my messenger, and to which the reply was—"There is no answer." I again wrote him on May 23—"It is now nearly three weeks since I sent a note to you by a messenger, so as to make sure of its delivery, in reference to your letter inserted in the Journal of April 30, and to which note I expected a reply, but have not yet received any. I hope to get this in the course of a day or two, and to be thus saved the painful necessity of asking the Editor of the *Mining Journal* to give insertion to copies of my recent letters to you on this subject.—John Lean." To this also I have received no reply; and it is under these circumstances that I feel bound to request the favour of your kindly giving insertion to this, as the only course I have left for bringing our differences to an issue, unless, indeed, I could consent to sit down with serious charges resting upon my character. I have sought by all means in my power to avoid again troubling you or the public in this matter, who, generally, can have little or no interest in it, but I have no other recourse left me. JOHN LEAN.

THE MARAZION DISTRICT.—The so-called Marazion district is a basin of clay-slate, schistose, or killas, traversed by porphyritic courses or channels of strata, running nearly in an east and west direction. This basin or channel of ground, so long celebrated for its rich deposits of tin and copper ores, may be said to commence with the old Darlington Mine, north-west of the town of Marazion, and extending east of this mine for about three miles, and north-east as far as the Alfred Mines, near Hayle, and south, in all probability, several miles beyond St. Michael's Mount, which is an island or rock, projecting or rising above the sea some 400 ft. in height. The south part, or two-thirds of this island, is composed of granite, and the north part of clay-slate; at low water-mark branches or strings of the grey carbonate of copper ore may be seen, some of which are several inches wide, cropping up through the granite strata or rock; these branches, some 20 or 30 in number, appear to form a junction to the east of this island, and form one great lode between the Mount and the beach or sea-coast, to the east of the town of Marazion, and which, in all probability, may give employment to several thousand labourers in a future day. This island is about one mile in circumference, and has an enclosed harbour, capable of affording accommodation to about 50 vessels, up to 300 tons burthen. The trade is principally that of the import of coals, iron, and timber, the export that of copper ores. Formerly extensive fisheries were carried on in this port, principally that of pilchards. This little island is, no doubt, the hoary rock in the wood, or *Ictas*, handed down to us in history. This basin may be said to be surrounded by granite hills for several miles in extent, from the promontory or head of land, known as Trewavas Head, a little to the south of the Wheal Vor district, to a point of land called Mouse-hole Island, and is about eight miles distant. Immense deposits of the richest description of the grey carbonate and yellow sulphuret of copper ores have been found in the Marazion, or Mount's Bay district, very near the surface, and large fortunes from time to time have been realised by the fortunate adventurers; and, like all other districts, meet with reverses, as large deposits of mineral are sure to be followed by very hard channels or strata of ground; and until recently few have possessed the courage and perseverance to go ahead. Two instances during the last few years have occurred, that at the Alfred Consols Mine, near Hayle, and the Tolvadden Mine, near Marazion: the former, after persevering for about four years, with an outlay of some 15,000*l.*, returned a profit to the adventurers, after paying back the outlay, of about 99,000*l.* the following seven years. Some of the very richest mines in Cornwall have been abandoned twice or thrice for their poverty; to wit, the Treseren Mine, Great Consols, and Wheal Vor, are instances occurring within the last few years.

THE PRICE OF COPPER.—The brass foundry trade have resolved not to increase their discounts in consequence of the recent fall in the price of copper. They are convinced that, in a very short time, copper is just as likely to go up again in value, and in that case the labour and inconvenience of altering the discounts would have to be gone through again. Indeed the feeling of the trade, we understand, is in favour of acting in this matter independently of the movements of the copper smelters, as they consider the fluctuations in the price of copper due rather to the caprice of the Smelters' Union than to those principles of demand and supply which should determine the rise and fall in the value of the metal. Since Christmas five alterations in the price of copper have taken place in the course of as many months; and the brassfounders consequently feel that the interests of their own trade will be best consulted by the exercise of firmness in their part. Hence the determination which we have been requested to announce on their behalf.—*Birmingham Post*

THE LUMLEY RUDDER.—Mr. Henry, patent agent, Fleet-street, has just filed the specification of Mr. Lumley's patent, for improved arrangements in connection with his rudder. According to this patent, he proposes to obtain the recessing movement of the afterpiece by arms, jointed or otherwise, connected to the ship, and free to work in and out, or to and fro, or by post rod or axis, engaged in a slotted or grooved bar, the axis working in the slot, or the slotted bar moving about the axis,

Meetings of Mining Companies.

GREAT WHEAL VOR UNITED MINING COMPANY.

The ordinary general meeting of shareholders was held at the company's offices, Gresham House, on Wednesday,

Mr. GEORGE NOAKES in the chair.

Mr. TRURAN having read the notice convening the meeting, the minutes of the last were approved.

The report of the committee of management was read, as follows:—

The committee have again the satisfaction to report that the development of the mine is progressing most favourably. The lengthened course of ore opening out in the levels extending east and west of Metal and Ivey's shafts indicates a mine of great value and permanence. The continued productiveness, and the similarity of the ground in the ends driving towards each other between Metal and Ivey's shafts, strengthen confidence that this great course of ore will be continuous from shaft to shaft. Should it hold down in depth, as it now promises, and as its great parallel, the Old Vor lode did, Wheal Metal may, perhaps, become the most productive tin mine in Cornwall. The lode at Ivey's shaft, though continuously productive, has been more or less disordered by the influence of the slide during the last three months. The lode under the slide, below the 147, was well defined and highly productive, worth over 100*l.* per fm., when another limb of the slide came into the bottom of the shaft and disordered the ground. The committee do not anticipate much derangement from this recurrence, but confidently look for the lode to be rich when free from this influence, as it was at Metal shaft below the slide. It has been decided to drive a 10 fm. level below the 147, at Ivey's shaft, instead of the 15 fm. level before reported, because, on dialling the angle of the shaft, it is found that since the lode at Ivey's shaft underlies so much faster than at Metal, it would require a 21 fm. level to be equal with the 162 at Metal shaft. The 157 has, therefore, been commenced to be driven east and west of Ivey's shaft, and a winze has commenced below the 147, driving up to it east of the shaft. This will open out a fine piece of ore ground, and extend the stopes available for returns. As soon as the plat is cut, and the 157 is sufficiently advanced, the sinking of Ivey's shaft will be resumed with all speed. The cross-cut north in the 184, at Metal shaft, is within about 2 fms. of the lode. As soon as this is ascertained the sinking of Metal shaft will also be resumed. The result of the cutting of the lode in the 184 is regarded with the utmost interest for the future prospects of the mines. The committee look with confidence for a favourable issue, seeing that the lode has gone down so strong in the bottom of the 174. Since the last general meeting a considerable amount of dead work has been accomplished, and, consequently, lessened the extent of ground which would otherwise have been sunk and driven. The main rods attached to the 60-in. engine, at Ivey's shaft, were disconnected from surface to the 70, and larger new main rods were connected with the 85-in. engine, which was successfully set to work on May 12. This work was commenced on Monday, May 9, at 7 A. M., and by incessant labour was completed and the engine started on Thursday, at 3 P. M., within an hour of the time prescribed for its accomplishment. The water, which rose during that period to the back of the 142, was completely re-forked, and all the men in their places at work on Friday, May 27. The engine, from the time of stating, has continued to work well, and it is satisfactory to find that the consumption of coal is even less than was consumed, under similar work, by the 60-in. engine. The erection of this powerful engine, so necessary for the full mastery of the water, has placed the mine in a safe position. The committee regret to state that during the last month the tin dressing department has been impeded by scarcity of water, which has somewhat lessened the returns. Since the period that the old mine ceased working the water for the stamps-floors has been obtained from a lift down to the adit level, at east shaft, on the Old Wheal Vor main lode. The unusual dry season has put this lift in fork, and, as it is probable that the contemplated re-working of the neighbouring mines may still further reduce the water from this source, the committee have had a line of pumps and launders laid down from Ivey's shaft to the stamps' pool, and a lift is now throwing abundance of water from Metal Mine. This work has been promptly and efficiently carried out, so that ample water-power—220 gallons per minute—will be at command at all times for dressing purposes. Looking at the growing importance of the mine, and the favourable prospects of the ground now under development, the committee feel that they cannot give the shareholders a surer test of its daily increasing value than by stating the extent and average value of the ore ground already opened out to the end of April. It is to be understood that the following values are not from mere estimates, but are the total averages computed from ores actually excavated in the productive levels and at Ivey's shaft. Ivey's shaft has been sunk 158 fms., out of which the last 22 fms. have passed through ore ground of the average value of 117*l.* per fm. The 147, west of Ivey's shaft, has been driven 20 fms., through ore ground of the average value of 42*l.* per fm. The 147, east of Ivey's shaft, has been driven 18 fms., through ore ground of the average value of 190*l.* per fm. The 147, west of Metal shaft, has been driven 10 fms., through ore ground of the average value of 54*l.* per fm. The 162, west of Metal shaft, has been driven 40 fms., through ore ground of the average value of 64*l.* per fm. The 162, east of Metal shaft, has been driven 34 fms., through ore ground of the average value of 52*l.* per fm. The 174, west of Metal shaft, has been driven 19 fms., through ore ground of the average value of 53*l.* per fm. The 174, east of Metal shaft, has been driven 19 fms., through ore ground of the average value of 109*l.* per fm., which gives 182 fms., averaging a value of 85*l.* per fm. This favourable result will probably be improved in the ensuing quarter by winzes and additional levels. The committee believe that they may estimate their future returns at 50 tons per month, which, at present, has to be raised by one drawing-whim alone. Were it not for the high produce of the stuff one whim would not be sufficient. It will, therefore, be necessary to erect another to be enabled to raise larger quantities of stuff, should it become less rich, and to increase the returns, should the mine hold productive as development enlarges. The committee have, in common with other mines, to regret the great fall in the price of tin. The reduction since Feb. last is a loss, upon present returns, of at least 1500*l.* per quarter, which is equal to a diminution of 5*s.* share dividend to the adventurers. But, notwithstanding this great depreciation in the value of tin, the committee feel that, in the maintenance of their late prosperous condition, they may justly felicitate the shareholders on the bright prospects of the mine, and more particularly on the increasing assurance of its permanence.

The report of the agents was read, as follows:—

June 13.—Ivey's shaft is sunk about 3 fms. below the 157; for the first 2 fathoms in sinking the lode was very much disordered by the slide, but in the last fathom we have had a splendid lode in bottom of the shaft. We have cut another small branch of the slide, which we did not anticipate cutting. We are of opinion that the lode is not heaved, and will continue down below it as rich as we had it above. In all the other parts of the mine where we intersected the slide we found the lode much richer below it than above; and we have no doubt but that this will be the case at Ivey's shaft. In the 162, driving west of Metal shaft, towards Ivey's shaft, we have a splendid lode, and we expect that this course of tin will continue up to Ivey's shaft. In the 157, driving east of Ivey's shaft, the lode is disordered by the slide, and we fear it will continue so for a few fathoms further; the end at present is worth from 15*l.* to 20*l.* per fathom; we have no doubt but that this end will improve after driving a few fathoms, as we have a splendid lode over it in the 147. In the 157, driving west of Ivey's shaft, the lode is 3 ft. wide, worth 60*l.* per fm., and is a very promising lode. In the 147, driving east of Ivey's shaft, the lode is 3 ft. wide, worth over 100*l.* per fm.; we have had a very good course of tin in this end for more than 20 fms. In the 147, driving west of Ivey's shaft, the lode is about 3 ft. wide, worth from 15*l.* to 20*l.* per fathom; this end looks promising to improve shortly. In the winze sinking below the 147, east of Ivey's shaft, the lode is about 1½ ft. wide, worth from 80*l.* to 90*l.* per fm. In the 100, driving west of Ivey's shaft, the lode is 2½ ft. wide, and a very promising lode, but poor; we expect that it will improve shortly. In the 184, at Metal shaft, we have driven about 2 fms. east for a plat, and we have driven over 2 fms. north; and in driving about 2 fms. further we expect to intersect the lode, which we hope to do in the course of next month. The ground in the cross-cut looks very congenial for mineral; our progress has been impeded in cutting this lode in consequence of putting new rods at Ivey's shaft, and putting the new 85-in. engine to work. In the 147, driving east of Metal shaft, the lode is from 3 to 4 ft. wide, worth from 80*l.* to 100*l.* per fathom. In the 174, driving west of Metal shaft, the lode is about 1½ ft. wide, worth about 20*l.* per fathom. In the 162, driving west of Metal shaft, the lode is about 2 ft. wide, worth from 60*l.* to 70*l.* per fm., and looks very promising. We are of opinion that it is part of the same course of tin that we have at Ivey's shaft; this end has very much improved within the last week. The stopes throughout the mine continue much the same as they have for some months past. We are not stoping any ground about Ivey's shaft. The average value of our stopes is about 35*l.* per fm. We are enlarging Edward's shaft from surface to the adit level, and we hope in the course of a week or ten days that the water will be drained from the bottom of it, as it has been a very dry season; and we shall resume the sinking of it below the 60. We think it very important to reach the 100, now driving west from Ivey's, as soon as possible. We put in launders last week to pump water from Metal to the dressing-floors, not having sufficient from the old mine to supply the dressing of the tin. All our machinery, both under and overground, is working very well.—THOMAS GILL, F. FRANCIS, S. HARRIS.

The report of the engineers, Messrs. G. Eustice and Son, was read, as follows:—

June 14.—We have great pleasure in informing you that the 85-inch engine continues to work remarkably well; it keeps the water at about five strokes per minute, whereas the 60-inch engine worked at nearly six and a-half strokes per minute to do so. The quantity of coals consumed daily is also less with the 85-inch engine than with the 60-inch engine, although the clothing of the steam-pipes, &c., is not yet completed, it is, however, being done, and when complete, a still further saving will be effected.

The CHAIRMAN said it had been his lot for some years past to have been the medium of conveying to the shareholders at times words which had to be meted out with encouragement and hope, but upon no previous occasion since he had had the honour of occupying his present position had he been able to submit a statement with so much assurance as that just submitted. (Hear, hear.) The prospects of the mine, to which he had so pointedly adverted at every successive general meeting during the past two years, had now come to so close an approximation of fact that it could hardly be doubted the result would be such as had been long anticipated. He referred more particularly to the great course of ore that was extending between Metal and Ivey's shafts. It was so important to consider the development that was now being worked out in this mine that he could not help, even at the risk of being prosaic, again referring to that very long run of ore ground, which was of an extraordinary average value—85*l.* per fm. He believed there were few mines in such a favourable position—all he could say was he wished there were more so. They were now within 13 fathoms of being under the perpendicular of which the ends east of Ivey's and west of Metal shaft were exceedingly productive—that going east from Ivey's being worth 100*l.* per fm., and that going west from Metal being worth more than 60*l.* per fm., with appearances of improvement. At Ivey's shaft there had been sunk through 22 fms. of ground, averaging 117*l.* per fm.; and, although it was true that at the present moment the ground at that shaft was disordered, owing to a second limb of the slide coming in, yet the agents were of opinion, from the trials made, that it would soon be passed through, and that it had not heaved the lode; and, moreover, they had this encouraging feature, that below the slide at Metal shaft the lode was very much richer than above it; consequently they looked for the same result at Ivey's shaft. It would appear from the continuity of the dip—and he thought those gentlemen present who were so well acquainted with mining would endorse the opinion—that there was every prospect of the tin holding down, and that they would have a very large mine indeed, even between the two shafts, and in the ground immediately east and west of them. In the 174 fm. level, east of Metal, there was a strong lode going down in the bottom; they were now within 2 fms. of cutting the lode in the 184, and, looking at the strong lode in the 174, it was only reasonable to suppose it would be cut good in the 184; and there was every indication of having a good lode in depth at Ivey's shaft. He thought those points were sufficiently encouraging to induce the hope that Wheal Metal would prove a permanently-productive mine. He believed that from quarter to quarter they would maintain at least their present satisfactory position, while the prospects were that it would be very greatly improved. (Hear, hear.) Independent of the large development to which he had referred, he looked forward with a great deal of hope to the western ground. It was by no means an unimportant feature in connection with this western ground that the parallel lode—the old Wheal Vor—at that point was exceedingly rich; and, as they explored Wheal Metal lode in the same direction, it became more continuous and consolidated as the depth increased. And, when they remembered that still further west they had ground between the two cross-courses, it was, at all events, not an unfair conclusion to draw that a good lode would be cut at that point—that is to say, between the two cross-courses, opposite the richest and largest part of the Old Wheal Vor lode. When a mine was poor there was always hope; and when a mine was rich there was still a hope that it would so continue; but he felt that he could congratulate his fellow-shareholders, not only upon possessing a good mine at present, but one that was likely to be permanent and very profitable for a long time to come. (Hear, hear.) In presenting the financial statement, showing the actual position of the company, made up to the present time, he would mention that he had received several letters from shareholders who did not appear to understand the accounts which were sent out previous to each general meeting, although the committee had endeavoured to make those accounts as intelligible and as comprehensive as possible. Some recent shareholders, however, seemed to imagine that those accounts were three months in arrear; but those gentlemen would, upon reference, find that the statement sent out previous to meetings was an audited cash account, brought up as close as it was possible to bring up an audited statement. Most of the shareholders were, doubtless, aware that all mine accounts were made up from month to month, so that not till the end of the present month (June) would they have to pay the cost incurred during May; therefore, the May accounts could not be brought into that statement. To meet this the committee could only present at the meeting—as they always did—a supplemental account, showing the financial position of the company up to the very day. Of course, there was always the current month's account, with its liabilities and assets. He would now proceed to submit the financial statement, including the two months since the date of the audited account. It was as follows:—

The audited cash account to April 30 last showed a balance in hand of		£3521 15 1
Since which date there has been received—Tin sale, May 14		3423 9 1
Ditto, June 14		3155 3 4
Sundries sold, &c., at the mines		13 12 1
On account of sale of plant		1 2 4
For old materials sold		33 9 6
		£10,148 11 5
And paid—		
April cost (including merchants' bills)	£1848 3 8	
Travelling expenses to the mines	13 10 0	
Sundries, postage, &c.	3 7 9	= 1,865 1 5
Balance (cash and bills)		£ 8,283 10 0
The actual account stands this day as follows—		
ASSETS—Balance as above	£8283 10 0	
Old materials unpaid	9 6 10	= £8292 16 10
LIABILITIES—May cost (including merchants' bills)	£1715 9 10	
Sundry accounts (salaries, &c.)	173 16 0	= 1889 5 10
Balance in favour this day		£6403 11 0

Out of which the committee recommend a dividend of 12*s.* per share.

He (the Chairman) need not say that the committee had adopted a principle which the shareholders supported, and he hoped they would ever continue to do so—it was to retain a good financial surplus to meet all contingencies that might arise. (Hear, hear.) The committee had that object in view when they recommended a dividend of 12*s.* per share; for after that amount had been paid there would be left a balance to be carried forward of 2800*l.* (Hear, hear.)——A SHAREHOLDER enquired what quantity of tin per month could be raised when the works were in full operation.——The CHAIRMAN said it was impossible to say; but he could assure the hon. proprietor that as much would be raised as possible in a fair way, and without forcing the mine. He could not at present state what the mine would be able fairly to return when the stopes were opened out, and that stuff could be raised at the cheapest rate; but he could confidently state that in another six months they would be in a much stronger position.

Mr. SCHOFIELD enquired the amount of the actual liabilities over assets at the last meeting?——The CHAIRMAN: 5910, so that the balance had been increased by about 500*l.*

A SHAREHOLDER enquired if it were probable that any improvement would shortly be made in the price of tin?——The CHAIRMAN was not sufficiently acquainted with the secrets of the tin trade to give any reply to that question. The Dutch sale of tin was on June 29, after which some difference might possibly take place.

Mr. PETER WATSON wished to know if anything was being done at Edward's shaft?——The CHAIRMAN said it was being enlarged, cased, and divided down to its present bottom.——Mr. PETER WATSON had heard many people in Cornwall refer in very encouraging terms to the western ground, and express an opinion that it should be prosecuted with vigour. He (Mr. Peter Watson) had always entertained a very favourable opinion of that portion of the sett.

Mr. G. BATTERS enquired if it were expected the lode in the 184 would be cut in about a month? He saw Capt. Gill on the mine on Friday last, when he told him that if the lode were cut good the samplings could be increased.——The CHAIRMAN said they were most desirous to increase the returns, but it must be borne in mind that, although in the 184 the lode might be cut good, still it would take some little time to develope it before it could be judged as to how far it would enable them to increase the returns. Indeed, before the returns could be largely increased a larger whim would be required, for the erection of which negociations had been entered into. When this was erected they would be able to keep up the returns as the development of the mine enlarged.

Mr. BATTERS said an impression prevailed that from the prospects of the mine, provided the lode in the 184 was cut good, there should be returned 70 tons of tin per month.

The CHAIRMAN said before that could be done the larger whim would have to be erected.

Mr. MORGAN presumed the cost of the whim and appendages would not be much less than 1000*l.*——The CHAIRMAN said he thought the expense would be about 1100*l.*, in addition there would be cost of erection of house, &c.——Mr. SCHOFIELD had understood that the present drawing-engine was being worked to the full extent of its power.——The CHAIRMAN said it was nearly so. He thought they were returning as much tin as they ought to do at present. The whim-engine was now frequently interrupted when there was work for the capstan.——Mr. E. COOKE asked how many heads of stamps were generally at work?——The CHAIRMAN thought there were generally 46 heads of stamps at work. That number could be easily doubled, for at present they were working only on the north axle. The south axle was taken down before 1860. They had machinery enough to return 70 or 100 tons of tin per month, provided the drawing power were increased.

Mr. E. COOKE was somewhat surprised to find that so many as 48 heads of stamps had been at work.——The CHAIRMAN did not say that there had been 48 heads continuously at work.——Mr. E. COOKE said, if such were the case, it would lead to the inference that the tinstuff had deteriorated in value, because 2 tons of tin per month per head would not be too much to expect.

The CHAIRMAN said there was no doubt that the very high produce which they had some few months since had not continued. He could not say the stuff was now so rich as it was then, but it was again improving.——Mr. BATTERS said he understood that the 162, west of Metal shaft, was only 12 fms. from being under the perpendicular of the 147, going east from Ivey's, and that the 162 east had very much improved.

The CHAIRMAN said that such was the case, and those gentlemen present who so thoroughly understood mining would, he was sure, see the importance of that point. The 147, going east of Ivey's, was enlarging, and was 35 fms. from Ivey's shaft.

Mr. PETER WATSON enquired the present value of the lode at Ivey's shaft?——The CHAIRMAN said before the second limb of the slide was cut the lode was worth more than 100*l.* per fm., and the little branches in the slide now were worth from 15*l.* to 20*l.* per fm.——Mr. SCHOFIELD said it appeared the whole of the ends and winzes were now producing about 500*l.* per fm.——The CHAIRMAN said he had only given the value of the seven ends, and did not include any of the winzes. The 182 fathoms of ground explored had been of an average value of 85*l.* per fathom.

Mr. G. BATTERS said the shareholders might feel perfectly satisfied that they possessed the best tin mine in Cornwall.

It was then unanimously resolved that the audited accounts, as submitted, be passed and allowed, and that the reports now presented be received, printed, and circulated among the shareholders.

The CHAIRMAN then proposed that a dividend of 12*s.* per share should be declared.

Mr. PETER WATSON, although admiring the generally conservative principles adopted by the committee, could not help saying that with regard to the dividend he should have been glad had they recommended a dividend of 12*s.* 6*d.* per share. He might at once inform them why he thus spoke—it was because he had already given 12*s.* 6*d.* for the dividend. (Laughter.)

The CHAIRMAN was sure, if such a far-sighted gentleman as Mr. P. Watson had lost 6*d.* per share by the present dividend, that he would make a great deal more by the next. (Hear, hear.)——The resolution declaring the dividend was put, and carried unanimously.

Mr. C. W. HARVEY, of Torquay, had much pleasure in proposing the re-appointment of Mr. George Noakes as the managing director, and in doing so he could only repeat what he stated at the last meeting—that each shareholder was much indebted to Mr. Noakes for his valuable and assiduous services, which had considerably tended to bring about the present satisfactory results. (Hear, hear.)——Mr. BOYER seconded the proposition, which was put, and carried unanimously.

The CHAIRMAN having acknowledged the compliment in appropriate terms, stated that he hoped to have the pleasure of frequently meeting his co-shareholders under at least the same prosperous circumstances as upon the present occasion. (Hear, hear.)

The committee of management were re-elected.

Mr. E. COOKE, referring to the accounts as sent out to the shareholders, suggested that a note in future be appended, stating the fact which had been mentioned by the Chairman. He (Mr. Cooke) perfectly understood them as they were presented, but he knew there were many who did not.——The CHAIRMAN was obliged for the suggestion, and stated that it should be taken into consideration.——Mr. WILLIAM MOATES was re-appointed auditor.

Mr. E. COOKE had much pleasure in proposing a vote of thanks to their worthy Chairman, and in doing so he might confidently state that mining would soon be very much better understood if the various meetings were presided over by such a Chairman—one who had made himself so thoroughly acquainted with all the ramifications of a mine like Great Wheal Vor. (Hear, hear.) He (Mr. Cooke) must confess that he had listened with the greatest attention and interest to the statement of their Chairman, which was so lucidly clear that "he who ran might read." Therefore, he (Mr. Cooke) with pleasure proposed that the best thanks of the shareholders be accorded to Mr. Noakes, not only for his courtesy in the chair, but also for the able manner in which he had laid before the meeting the position and prospects of the mine, and for his assiduous attention to the general interests of the shareholders. (Hear, hear.)

The proposition having been duly seconded, was put and carried unanimously.

The CHAIRMAN said that his zeal, as well as that of his colleagues, arose from their unanimous desire to see the mine eminently prosperous. As far as he was concerned, his duty was his pleasure; and, so long as he occupied his present position, he would continue to do his utmost for the advancement of the general interests of his fellow-shareholders. (Hear, hear.)—The proceedings then terminated.

NEW WHEAL MARTHA MINING COMPANY.

A special general meeting of shareholders was held at the offices of the company, Broad-street-buildings, on Tuesday,

Mr. THOMAS LINFORD in the chair.

Mr. DUNSFORD (the secretary) read the notice convening the meeting.

The CHAIRMAN said the object of the present meeting, as stated in the notice, was to pass special resolutions to authorise the directors to raise sufficient capital to do what they believed could be done—make New Wheal Martha a dividend-paying mine. He believed those who composed the board (most of whom were intimately connected with mining) were unanimously of opinion that to make it a good remunerative mine it only required a little more development. The directors were advised that it would require an expenditure of between 300*l.* and 400*l.* per month for some six or seven months, but the board had allowed for a possible expenditure of 400*l.* for twelve months, which they considered to be ample to bring the property into a satisfactory position. Their manager, Captain Rickard, would inform them that at the lowest depth to which the mine had been explored—the 86 fm. level—the appearances and indications were more favourable than at any previous point; but it would be more satisfactory for the shareholders to elicit from the manager any information they desired as to the position or prospects of the mine. He (the Chairman) would content himself by moving the following resolution:—"That the existing capital of the company be increased from 10,000*l.* sterling to the sum of 15,000*l.* sterling, by the creation of 5000 new shares, of 1*l.* each, upon the terms following:—1. The new shares shall be issued at par, and shall be first offered in the proportion of one new share for every two present shares to the shareholders appearing upon the register on the 30th day of June instant.—2. The sum of 5*s.* per share shall be paid to the company's bankers, the London and County Bank, No. 21, Lombard-street, London, upon application, and the further sum of 5*s.* per share shall be paid on the 8th day of August next; and no application shall be received after the 8th day of July next, after which day the shareholders not applying, or not paying the amount payable on application, shall be considered to have renounced their right to an allotment.—3. The balance of 10*s.* per share shall be paid as follows, that is to say, 5*s.* per share on the 8th day of November next, and the remaining 5*s.* per share on the 8th day of February, 1865; and the said two last-mentioned payments of 5*s.* per share each shall be considered calls within the meaning of the Articles of Association, and that the same shall be made forthwith by the directors.—4. Any shares not applied for, or which shall remain untssued, shall be dealt with in the discretion of the directors.—5. No preference or priority, as regards dividends or otherwise, over the shares in the present capital shall exist in favour of the new shares, and in the declaration of dividends the same shall be computed and paid rateably upon the capital from time to time paid up. And the directors are hereby authorised and empowered to carry into effect this resolution."

The CHAIRMAN, in reply to a question, stated that the matter had been discussed by the board as to the advisability of issuing the new shares at a premium of 5*s.* or 10*s.* per share; but it was eventually decided to allow the existing shareholders the advantage of taking them at par.——A SHAREHOLDER wished to know if the board contemplated making any change in the local management? He had been told the purser was paid a large sum. He also wished to know if the number of directors had been filled up since the last meeting?——The CHAIRMAN, taking the last query first, stated that the board, acting under the powers given in the Articles of Association, had nominated two gentlemen as directors, subject to the confirmation of the shareholders at the ensuing general meeting. Those gentlemen were Messrs. Ormerod and Green, each of whom represented a large number of shareholders. As regarded the first question put by the hon. proprietor, he (the Chairman) thought that the matter referred to had been under the consideration of the board.——Mr. G. BATTERS speaking on behalf of the board, believed it was the intention of the directors to effect some change in the local management.

The SECRETARY said he should visit the mine in about a fortnight hence, when he would report to the board what course he thought should be adopted. He might mention that he had already sent some of his own agents to inspect the mine, so that he had been fully acquainted as to the position and prospects of all the underground operations.——The CHAIRMAN thought it only right shareholders should know that every agent who had inspected the mine had spoken in the highest possible terms of its intrinsic value.——Mr. GREEN stated that he had recently had the property inspected by Capt. James Richards, of the Devon Great Consols, whose report was most satisfactory.

Mr. FARREN, finding that the present purser had not held the office a great length of time, wished to learn if there was any particular reason why the original purser was superseded.——The CHAIRMAN did not know to whom the hon. proprietor referred, as his (the Chairman's) connection with the mine dated only from the commencement of the New Wheal Martha Company.——Mr. FARREN was referring to a period prior to that—during the existence of the Great Wheal Martha Mining Company; and he referred to the displacement of Mr. Sargent.——The CHAIRMAN said he never before knew that Mr. Sargent had ever held the position of purser.

Mr. SARGENT was not aware that this subject was going to be introduced; but as it had been, he might be allowed to mention that he held the office of purser, at a salary of two guineas per month, from the commencement of the mine, but the gentleman who now held it received eight guineas per month.——The CHAIRMAN said it was not fair to ask him questions having reference to transactions which took place previous to his connection with the company.——Mr. ORMEROD having seconded the resolution proposed from the chair, it was put, and carried unanimously.

Mr. SNELL enquired what would be done with those shares, if any, which the shareholders declined to take up?——The CHAIRMAN said that was provided for in the resolution—it was to be left to the discretion of the directors.——The SECRETARY did not for one moment suppose there would be any; but if there were, and a large number, they would no doubt be re-allotted. If only a few were declined, they were generally offered to the largest holders.

Mr. G. BATTERS enquired of the manager (Capt. Rickard) if he had any information to communicate to the shareholders, to encourage them to further prosecute the property?——Capt. RICKARD stated that the indications were such as to fully warrant a further outlay. During the past six months, since he was reinstated in office, the mine had not been worked in a miner-like manner, for they had been raising as much ore as possible, in order to meet the outgoing expenditure. They had been taking away ore faster than it was being discovered. He could only reiterate the opinion he had always entertained—that New Wheal Martha would make a great and productive mine. It required to be extensively opened, when he had no fear of the result; indeed, he would rather then sample 1000 tons bi-monthly than 500 tons under existing circumstances.

Mr. BATTERS enquired if the bottom level was not opening out better than expected?——Capt. RICKARD said the shaft was the deepest point. He had no hesitation in saying that when the lode was cut into they would have a real course of ore. The depth at which the next level would be driven would be reached in about six weeks.

Mr. BATTERS enquired if the indications in the upper levels did not justify the belief that a good course of ore would be cut?——Capt. RICKARD said, from the general appearance in the 70 fm. level it was quite probable they would cut a course of ore at any moment. The 64 fm. level had not been driven for many months, so that it had not yet come under the run of ore ground. The driving of the 20 was resumed last Saturday.

Mr. WEBB (Webb, Geach, and Pennington) enquired of Capt. Rickard what amount of capital would be required to be expended to develope the mine, and place it in a satisfactory condition?——Capt. RICKARD stated that an expenditure of about 400*l.* per month for six or seven months would make the mine an extensive and profitable one.

The SECRETARY thought, instead of increasing the samplings for the next few months, they ought to be reduced.——Mr. G. BATTERS said the fact was the samplings ought to have been reduced for some months past, for it was not good mining to take away ore at a disadvantage.——Mr. FARREN hoped and believed that henceforth the mine would be worked more with the view of making it permanently profitable than to meet present emergencies.——A vote of thanks to the Chairman terminated the proceedings.

EAST WHEAL RUSSELL MINING COMPANY.

A general meeting of shareholders was held at the company's offices, Austinfriars, yesterday,—Mr. JOSEPH PROCTER in the chair.

Mr. J. H. MURCHISON (the secretary) read the notice convening the meeting, and the minutes of the last general meeting were approved.

A statement of accounts for the three months, ending with the cost for March, was submitted, from which the following is condensed:—

Mine costs and merchants' bills	£2165 13 4	
Dues	98 4 9	
Sundries	60 2 8	= £2324 0 9
Ore sold	£1549 15 10	
Transfer fees	5 12 0	= 1555 7 10
Balance (loss)		£768 12 11

There was a balance of liabilities over assets of 269*l.* 15*s.* 5*d.*

The following report was then read:—

June 16.—We beg to hand you our report, which we have prepared for the meeting appointed to be held to-morrow, showing the work accomplished during the past three months, and the future prospects of the mine. Homersham's shaft has been sunk 4½ ft., or a total of 3 fms. below the 130 fathom level, to the south of the lode, in ground tolerably favourable for exploration. Cistern-plat and bearer-holes have also been cut, and all timber work is fixed ready to receive the permanent pitwork.—Homersham's Shaft: The 130 fm. level has been driven east, on the south part of the lode, 21 fms., the lode averaging 2½ ft. wide, composed of capel, quartz, mundic, prian, and occasionally good stones of ore. This drivage is now within about 6 fms. of the point where the cross-cut is intended to be driven for intersection of the middle and north, or ore-bearing parts of the lode, and no time will be lost in accomplishing this desirable object. In the bottom of the 120 fm. level, a winze (Barkell's) has been sunk on the south part of the lode, and communicated with the 130 fm. level below, which has been the means of keeping the latter level well supplied with air. In the bottom of this level (the 120 east) and about 17 fms. to the east of Barkell's winze, a second winze (Barkell's) is being sunk on the course of the south part of the lode, which is down 2 fathoms in ground favourable for progress. In the 120 fm. level east a cross-cut (Barkell's) has been driven north 3 fms. 1 ft. 9 in., and to all appearance it is now through the lode, which proves to be of great width (24 ft.), consisting of capel, mundic, quartz, peach, carbonate of iron, and a small proportion of copper ore. The 120 fm. level has been driven west and west of Maynard's cross-cut, on the north part of the lode, 4 fms. 2 ft. The part of the lode carried is 4½ feet wide, consisting of quartz, iron, gossan, capel, mundic, and prian, grey sulphuret and black and red oxide of copper, and is altogether promising. In the stope in the back of the 120 fm. level east, west of Doidge's winze, the lode is worth 4*l.* per fathom. The lode in the stope in the back of the 120 fm. level east, and east of Doidge's winze, is worth 8*l.* per fathom. Hooper's rise, in the back of the 77 fm. level, on the north part of the lode, has been put up 6 fms. 6 ft., the lode averaging 2½ ft. wide, and worth in places 4*l.* and 6*l.* per fathom. At the highest point reached the lode is unproductive, and rising is suspended.

Piper's rise, in the back of the 66 fathom level, has been put up on the north part of the lode 11 fms. 5 ft. 8 in., the lode in places yielding a little ore. This rise is also suspended. The 45 fathom level east has been extended 5 fms. 0 ft. 9 in., the lode proving 3 feet wide, composed of flookan, mundic, capel, quartz, peach, and occasionally good stones of ore. Williams's cross-cut north, at the 88 fathom level, west of Hitchins's engine-shaft, has been driven 3 fms. 2 ft. 9 in., the ground proving slow for progress. It will be observed from the foregoing particulars that the drivages during the past three months have not proved very productive; the ground in the 130 fm. level east, however, continues favourable, and, as soon as the drivage reaches the point opposite the ore-bearing part of the lode, a cross-cut, as before stated, will be driven with all speed for the intersection thereof. This we hope to accomplish in about ten or twelve weeks from this time, and, judging from the fine course of ore gone down in the 120 fm. level above, we have strong reasons for believing that, when intersected, the lode will prove highly productive. We purpose sampling at the usual time about 160 tons of ore of an average quality.—J. RICHARDS, J. GOLDSWORTHY.

Captain GOLDSWORTHY, in reply to questions, stated that the bottom of the mine was more healthy than any point above. There was a very large lode in the 120, containing a very fine gossan and lumps of splendid native copper. In the upper part of the mine the ore was chiefly a carbonate, but for the last 30 fathoms in the bottom part of the mine it had been yellow ore.——Mr. F. G. LANE enquired when the 160 tons of ore, referred to in the report, would be sampled?——Captain GOLDSWORTHY said it would be sampled the first Friday in July, and he estimated it would realise more than 6*l.* per ton.

The report was entered upon the minutes, and the accounts were passed and allowed. A call of 5*s.* per share was made. After some discussion, upon the proposition of Mr. RICE, seconded by Mr. PENNINGTON (Messrs. Webb, Geach, and Co.), the following resolution was unanimously passed:—"The application for restoring the 45 forfeited shares having been discussed, that the meeting be adjourned to July 8."

EAST WHEAL VOR MINING COMPANY.

The first general meeting of shareholders was held at the offices of the company, Broad-street-buildings, yesterday,

Mr. SCHOFIELD in the chair.

The notice convening the meeting having been read,

The CHAIRMAN said that the present was the first meeting of the East Wheal Vor Company, and that it was held in compliance with the terms of the prospectus, for the appointment of a committee of management, and for passing resolutions having for their object the future government of the company. The report of the manager, which would be submitted, would show the position and prospects of the mine. It would be seen that, although the operations of the present company had, so to speak, scarcely

commenced, yet such results had already been achieved as to more than justify the favourable opinion entained of it when purchased from the original vendor—that when sufficiently developed it would make a great and lasting mine, equal to its rich neighbour, Great Wheal Vor. The lodes were very large, and the sett was unusually extensive, and the general prospects were of the most encouraging character. Their manager (Mr. W. C. Vivian) was present, who would be glad to afford any information beyond that contained in the report which the meeting might desire. He might further mention that there was a balance in the hands of the bankers of the substantial sum of 6000*l.*—(hear, hear)—less the amount of two months' costs and bills. He then submitted a statement of accounts, from which the following is condensed:—

Cash at bankers				£6000	0 0
April mine cost	£157	12	1		
May mine cost	222	12	1		
Merchants' bills	214	0	4=	594	4 6
Leaving credit balance				£5405	15 6

The following report was then read:—

June 16.—The engine-shaft is now down 10 fathoms below the 60, lode 2¼ feet wide, improved in appearance, and producing very good tin, worth over 25*l.* for the length of shaft (14 feet). In the 60 east the lode is now about 4 feet wide, with a leader on the south 2 feet wide, which has very much improved in appearance, and producing very fine stones of tin. In the same level west the lode is about 2 ft. wide, and at present unproductive. In the 60 fathom level cross-cut, north from the engine-shaft, now in about 12 fathoms, ground favourable for driving. Most probably Smith's lode will be intersected by this cross-cut in about five months, and as it will come in under a good ran of tin ground standing in the bottom of the 30, good results may fairly be expected.—Smith's Lode: In the 30, driving east, the lode is about 2½ feet wide, very promising in appearance, and producing some very good tin and copper ore. In a rise over this level, just over the engine-shaft cross-cut, the lode is about 1 ft. wide, very kindly, and worth from 10*l.* to 12*l.* per fathom.—Metal Lode: The boundary shaft is cleared to the bottom, which is about 10 fathoms from the surface, and south of the lode, according to the underlie about 10 ft.; this lode has been cut into at 6 fathoms from surface, and opened on east about 4 fathoms through a kindly lode, about 15 in. wide, which is producing some very rich stones of tin, the whole of the lode saving work. It It will soon be seen from 3 to 4 fms. deeper, and in all probability will be found better than in the 6 fm. level; it has been cut in a costean pit, about 150 fathoms east of the boundary shaft, where it is also very kindly, and likely to produce large quantities of tin at shallow levels.—J. Vivian, W. C. Vivian.

The Chairman said it would doubtless be satisfactory to the shareholders present if the manager would point out, by means of the plan, the different points of operation and their respective prospects.——Mr. W. C. Vivian (the manager) stated that the workings sketched on the map showed the line of the Old Wheal Vor main lode as it passed into and through East Wheal Vor. The principal workings were, however, made by the late company on this lode, where the various levels were delineated on the map. This was where the great bed of killas or clay-slate rock rests on the slope of the eastern granite hills, as that part of it in which the Old Wheal Vor was so wonderfully rich rested on the western granite hills. The operations were here carried to a depth of 60 fathoms below the adit, or 80 fathoms from surface, and about 12,000*l.* worth of tin had been extracted and sold. They had since sunk the engine-shaft to a depth of 10 fathoms below the 60, and already a great improvement had taken place in the lode, which was increasing in size and value, being worth at present over 25*l.* per fm. for length of shaft This had resulted from the junction of branches from the south with the lode, and was very important on this account, as the large masses of tin in Old Wheal Vor were found beneath such junctions, the branches falling into the lode being from this circumstance termed "feeders." Smith's lode, which stood to the north of the engine or Old Vor main lode, was a lode of a very fine character, and had, at the 30 fathom level, and also in the back of the same, produced rich bunches of tin and copper. It formed a very important feature in this mine, from the fact of its underlying towards Old Vor main lode, with which it would form a junction at about the 100 or 110 fm. level, where it was thought by the best mining authorities of the district a formation of tin would be met with equal in value to the great courses of this ore which the same lode produced under the same conditions in Old Wheal Vor, and which were frequently worth 1000*l.* per fathom. It was known that this old mine yielded tin to the value of more than 2,000,000*l.*; but before this the tin extracted from it must have been of a great value, of which, however, no precise records had been kept. This lode traversed East Wheal Vor for about a mile in length in a continuation of the same stratum of clay-slate as that of Wheal Vor, and was marked by precisely the same geological features, including cross-courses, elvans, and the junction with the granite. All the other most productive lodes of Old Wheal Vor traversed the same ground for an equal distance. The Wheal Metal lode, which was now so rich in Great Wheal Vor, from which the returns were already 50 tons of tin per month, and which was rapidly bringing that mine into its old position, of the first tin mine in the world, runs through the south part of East Wheal Vor, a distance of about 280 fathoms. They had as yet only opened on this lode at 6 fathoms from the surface, but even at this shallow depth they found the lode regular, well defined, of good size, and yielding very rich tinstuff. They found these characteristics at two points, 150 fathoms apart, and they corresponded exactly with the accounts of the earliest exploration of the same lode in Wheal Vor ground; it there produced exceedingly rich bunches of tin very near the surface, from which large profits were made, and in East Vor they seem on the eve of realising the same results. They would soon see this lode 4 fathoms deeper, which they look forward to with great interest, as it was increasing in size and value in the bottom of the 6 fm. level. Looking at this mine, and the favourable circumstances surrounding it, it could scarcely be said to be a speculation, and a great success appears a positive certainty. The employment of the capital which had been provided for working it, may be said rather to be available for developing one of the most valuable mining properties of Cornwall. It had the care advantage in mining of a paid-up capital of 6000*l.* in the bankers' hands, and, in addition to this, a plant consisting of steam-engines, stamps, pitwork, &c., to the value of 8000*l.*; and 30,000*l.* worth of work, of the most useful description, as preparatory steps, already carried out.

Mr. E. Cooke said as the Wheal Metal lode in Great Wheal Vor had been rich almost from surface, it was but fair to infer that the same lode in East Wheal Vor would at a shallow depth produce the same results.——Mr. Vivian said that the Metal lode produced some very rich shoots of tin very close to the surface.——Mr. Peter Watson enquired the number of lodes in East Wheal Vor, in addition to the Metal lode?——Mr. Vivian said there were eight known lodes in the sett.——The Chairman said that most of them were lodes of good character, upon one of which, in a neighbouring sett, a local company was about to commence operations.

Mr. Peter Watson said that some time since the Wheal Metal portion of Great Wheal Vor produced only about 3 or 4 tons of tin per month, but by patience and perseverance they had overcome all their difficulties, and the mine was producing 50 tons of tin per month, and was one of the richest tin mines in Cornwall. They, in East Wheal Vor, having the same formation, and producing precisely the same character ore, stood equally as good a chance of becoming a great mine as did Great Wheal Vor some time since.

Mr. Jeffrys enquired whether the mine was provided with stamping power?—Mr. Vivian said that at present there were 16 heads of stamps, but that the engine was capable of working 50 heads.——Mr. W. Gundry considered the explanations were satisfactory, and that the prospects were very encouraging.——Mr. Jeffry enquired if any quantity of tin had yet been raised?——The Chairman said that tin was accumulating, but there was not yet sufficient to make returns.——Mr. Vivian thought the shareholders should be apprised of the fact that at the present time profitable ground was being opened, although they were not yet opening stoping ground.

Mr. F. W. Mansell enquired when it was thought the stamps would commence to be profitably worked?——Mr. Vivian could not positively state when the stamps would be kept in a profitable state of working, but the stuff was being accumulated. He thought in about two months hence a parcel of tin might be returned.——Mr. E. Cooke said the merchants' bills might, perhaps, to some shareholders appear rather heavy, but many additional things had had to be provided, which had unduly swelled the merchants' bills.

The report was ordered to be entered on the minutes, and the accounts were passed and allowed. Messrs. T. King (of Canonbury), W. Gundry, H. Foord, W. Northen, and H. Gulterez, were appointed the committee of management.

A resolution was passed to the effect that the general meetings should be held quarterly——Mr. E. Cooke did not know where he could find another mine that had been started under such unusually favourable auspices, for it was provided with all the necessary plant, machinery, and stamps, and there was a balance at the bankers of between 5000*l.* and 6000*l.*, the whole of which was available for the future development of the mine, and which amount was considered more than sufficient to bring the mine into a remunerative condition. He had paid several visits to the mine, and from its geological position and general mining characteristics, he felt that the least that could be said was that East Wheal Vor was more than an ordinarily valuable property. It was but a fair assumption that it would prove a second Great Wheal Vor.

Mr. Peter Watson drew attention to the fact that the stuff from the Wheal Metal lode in Great Wheal Vor, and that from the Metal lode in East Wheal Vor, were perfectly similar, and possessed, in every respect, the same component parts.

A unanimous vote of thanks was passed to the Chairman, and the meeting terminated.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market continues dull, and the business transacted appears to be chiefly market operations. The usual fortnightly account took place on Wednesday. The preparation for and the settlement may have thrown a little more animation into the general business of the week. The present low price of some shares, with an improved price for copper ore and tin, may give the market a more buoyant tone.

Wheal Setons have been in good demand at advanced prices, but they left off a little weaker.—West Setons have been less enquired for.—Cliffords have been freely dealt in, and maintain their prices.—Nangiles have been done at lower rates, but are likely to improve.—East Bassets are enquired for at buyers' prices.—Stray Parks have been in good request.—Tincroft and Cook's Kitchen shares are more in demand, and have advanced in price.—West Bassets are sought for at minimum rates.—West Frances have declined, and are still being offered.—Great South Tolgus and East Carn Brea have been extensively dealt in, and prices advanced, but they left off at lower rates.—East Grenville and Wheal Grenville have also been largely dealt in, and, after several fluctuations, show a strong tendency to improve, and left off firmer.—North Croftys have been more in request, and slightly improved.—North Treskerbys are offered at lower rates.—Great North Downs, Hallenbeagle, and Great Wheal Busy, have fluctuated, and are now quoted lower.—Kitty (St. Agnes) are very quiet at present.—North Downs are enquired for at minimum rates.—St. Day Uniteds have receded, and flat at lower rates.—West Chivertons are firmer, and likely to improve, reports from the mine announcing further discoveries.—Chivertons have been more in demand and steadier in price.—East Lovells have improved, and are very likely to have a great rise. Several efforts have been made to depress the shares, but the depression is only temporary.—Sithney and Carnmeal shares have declined without apparent cause.—Basset and Grylls are slightly better. The mine is reported to have improved.—Wheal Grylls and East Grylls are offered at lower rates.—Great Vors have fluctuated.—Prosper Uniteds have improved. The mine is reported to be looking better.—Margarets are heavy at lower prices.—East Caradons have been more freely dealt in, and prices are firmer, with every prospect of a rise.—Marke Valleys advanced, but, after some fluctuations, showed a firmer tendency.—Gonamenas have shared in the transactions of the week without any improvement in price.—Mary Anns have been more in request at higher rates.—Drake Walls continue dull.—Hingston Downs have fluctuated.—Calstock Consols have been done at nominal prices.—Crebors have been extensively dealt in at improved prices.—East Russells, after a slight demand, have again become weaker.—North Devons have been in request at fair market prices.

East Caradon has improved during the past week in several important points, and from present appearances further discoveries are likely. The caunter lode in the 60 east is worth 5*l.* per fm., and improving. The 70 west, 8*l.*; the 80 east, 50*l.*; the 80 west, 8*l.* per fm.—New Lode: The 60 and 70 fm. levels east are worth 5*l.* per fm. each, and the 80 west the same.—South Lode: The 70 east is valued at 8*l.* per fm., and the 70 west is yielding saving work.—At Marke Valley they have intersected the south lode by the 100 cross-cut, which so far as seen is a most promising and productive lode, and yielding at present 3 tons per fathom, but not yet through it. This is deemed a very important discovery.

At Wheal Crebor the lode in the shaft continues large and promising. The 96 fm. level ends east and west are yielding about 1 ton of ore per fathom each. The 84 east is disordered. The winze sinking below the 84 is improved, worth from 40*l.* to 45*l.* per fathom, yielding 8 tons per fathom. This winze being several fathoms in advance of the 90 end is expected to be found equally good when under it. The prospects generally are of a very encouraging character.—West Bassey: The mine generally is not looking so well as for some time past; but there are two or three important points, which hold out considerable promise of great results, particularly in the engine-shaft, where they have a large and powerful lode, presenting every appearance of some great improvement near; also, in the 134, north of Grenville's, where the lode has been recently intersected upwards of 4 feet have been cut into it, and no north wall, the general character of which is of the most encouraging nature.

Calstock Consols.—In cutting the line of railway now progressing from Callington to Danescomb, they have opened on a very promising new lode, about 18 inches wide, carrying a leader of rich copper ore. Operations have been commenced to ascertain its importance preparatory to more decided and permanent measures.—West Okel Tor: A company has been formed for working and fully developing a piece of ground lying immediately between Okel Tor and Calstock Consols, having the same lodes, as well as the south lodes of South Zion, which are considered of great promise. The mine is divided into 12,000 shares.—Okel Tor: A well-known and practical agent has recently inspected this mine, from whose report the following is abstracted:—The 50 end east is 2½ ft. wide, yielding 3 tons of copper ore per fm.; it is in a beautiful channel of ground, and presents appearances of nearing great improvements. For a great many fathoms in length the lode yielded 7 tons per fm.; the stopes are now worth 10 tons per fm. A winze sinking below the 50 is full 7 fms. in length, and yielding from 8 to 9 tons per fm. The lode has been cut in the 65, which is of more than ordinary size, and of a masterly character; they have gone 2 ft. into it, and it is yielding 2¼ tons per fm. The 65 east is being pushed on to get under the winze going down from the 50, which is now about 16 fms. behind. The lode has been cut into in the 80, which is large, and of a most promising character. In six or seven months, when the several points are reached towards which operations are being directed, the returns will be increased to 100 tons per month.

North Devon.—This property is opening out in a most gratifying manner, and likely to prove a productive and permanent mine; and much credit is given to the present agent for the ability and practical knowledge displayed in making the discoveries; in fact, the main lode appears to have been entirely overlooked in all previous workings. The lode is improving in size and value as they open on it at the several levels, and from all appearance at present further and greater discoveries will be made. A general meeting will be held on July 1, when the accounts will present a very favourable aspect. By advice received this morning (Friday), they have made an important discovery in the 10 fm. level. This lode was intersected last Friday, and in driving upon it, has opened out remarkably well; after a few feet driving, it is found nearly solid for 2 feet wide, and improving as they advance.—East Treskerby continues to look very promising, and improving as the operations progress. The stopes in the bottom and back of the 12 west are worth 24*l.* per fathom; in the same level east the stope in the back is worth 14*l.* per fathom. The lode in the east shaft is worth 6*l.* per fathom, and looking very promising.

North Treskerby.—The prospects at present are not quite so bright as they have been for some time past, most of the ends being poor; but there are several redeeming points to which operations are being extended, the successful completion of which will place the mine in a much more favourable position.

Wheal Sparnon.—The surface and other operations are going on very satisfactorily, and the engine-house approaching completion. In cutting down the engine-shaft, a lode about 18 inches wide has been discovered, yielding about 1 ton of copper ore per fathom. As but little is known of this lode, arrangements are making to develope it efficiently, and ascertaining its full value and importance.—Great South Tolgus: A north lode has been intersected by the 154 cross-cut; the south part is reported to be worth 10*l.* per fathom. The 154 west is worth 12*l.* per fathom. The stopes in the back, west of the winze, are valued at 15*l.* per fathom, and east of the winze 20*l.* per fathom. Other places are looking very promising for improvement.

Wheal Grenville.—The lode recently intersected by the 120 cross-cut has been cut into 4 ft., and no north wall; when fully opened and driven upon, there is every reason to expect an important discovery, from its general character. The 110 cross-cut is progressing very satisfactorily, in highly mineralised ground. The winze sinking below the 100 is worth 50*l.* per fm., and the stope above is valued at 60*l.* per fm. The 90 end east is worth 15*l.*, and the stope 40*l.* per fm.

West Chiverton.—Further discoveries are represented to have taken place, which render this the richest lead mine in the county. In the 80 east, on Valpy's lode, they have driven a short cross-cut, and found the lode worth 100*l.* per fathom. The 80 west, which was of no value, is now worth 50*l.* per fathom. The 80 west, on Williams's lode, which is 12 ft. wide, is worth 120*l.* per fathom for the 4 ft. which is being carried. All other places are maintaining their value.

North Croftt.—The lode in the 183 west is large, and impregnated with tin throughout. Petherick's shaft will be down to the 183 in about two months. The winze in the 160 east is worth 30*l.* per fm., and the rise against it, in the 170, is also worth 30*l.* per fm. for tin. The 160 end east is valued at 35*l.* per fm. The stopes above are worth 25*l.* per fm. Other places are yielding fair work for tin and copper. On Monday upwards of 10 tons of tin were sold, at 64*l.* 10s. per fm. The 60, west of Petherick's, is worth 30*l.* per fm. for copper, and the stopes above 22*l.* per fm. The lode in the adit driving east at East Seton is opening out very promising, and likely to become a productive lode.

West Great Work.—The prospects here are very encouraging, and vigorous operations are being carried on, with the view of a most efficient development, especially in the cross-cut, which is being driven a long distance to cut all the different lodes. Eight lodes are now being opened on, some of which are producing profitable work for tin, whilst the whole are, more or less, yielding saving work. The prospects, upon the whole, are of a most satisfactory character for a profitable mine.—New Hendra: The operations here are going on very satisfactorily, and the several lodes opened on exhibit strong evidence of future worth. A caunter lode has recently been opened on, which is producing some good work for tin. There are other points looking well, and yielding fair quantities of tin and copper.

Wheal Prosper (Breage).—A very important discovery is fully expected to come off shortly at the 40 fm. level cross-cut north, by the intersection of the Trewarvas lode. This lode proved very rich when Trewarvas Mine was last worked, and was suddenly suspended, about sixteen years since, when the sea so mysteriously broke in. The cross-cut is now stated to be within 2 fms. of the lode, and the ground having become more favourable and mineralised has raised the hopes of the shareholders, who have been working for some time past under adverse circumstances.

South Wheal Lovell.—It is gratifying to learn that the progress of this company is going on in a very satisfactory manner. Although the efforts made have been of a very limited and private nature, the applications for shares have been large, and from most influential persons, evidently betraying a knowledge of mining property, or the capability of discerning superior from ordinary enterprises. The recent discoveries in East Lovell, which is opening out far beyond the interested opinions of some practical men, proves that the run of tin ground is not limited to their circumscribed views, and speaks most significantly in favour of this important and valuable enterprise.

East Wheal Lovell.—All the productive points of operation continue to maintain their value, and improving in depth. These places were valued at 410*l.* per fathom in the aggregate last week, and the same now, with better appearances. The improvements in other directions are highly important, and leave little doubt but the mine will ultimately become an extensive, profitable, and permanent property. They have intersected a productive lode in the 20 cross-cut south, which is not yet cut through, so that its value cannot be determined upon. The old workings, 57 fathoms further east, promise considerable results. The clearing the shaft has not yet been completed, but sufficient has been seen to warrant the expectations of the most sanguine adventurer.

Pant-y-Buarth Lead Mines.—These mines are looked upon, by those well conversant with the character and the geological position of the great lead-bearing district of North Wales, as a property that will ultimately become a rival to some of the richest mines in the Principality. The whole consist of five distinct mines, which were formerly worked to a great profit, and returned large monthly produce up to the period of their suspension. Their abandonment appears to have been sudden and unexpected; indeed, rich courses of lead were left open, and are now only covered by the great influx of water, which the inadequacy of the machinery could not command; and the then low price of lead allowed of no other alternative than to erect efficient powerful machinery, at an outlay the then proprietors were indisposed to advance. Pant-y-Buarth has since been resumed, and important discoveries made; but the same impediment to its successful result was found—that to work one mine the whole run must be unwatered. With this view and determination, and after surmounting vast difficulties, a grant of all the mines have been secured, and a prospectus issued, under a most influential and valuable board of management, under the Companies Act of 1862, and there is little doubt but as soon as the water is in fork this will become a vast permanent and paying mine. Although it is expected that not more than one-half of the proposed capital will be required, the mine is divided into 10,000 shares of 10*l.* each; the payments to be made are upon very easy and equitable terms.

James Lane.

From Mr. Edward Cooke:—There has been a more active business in mining than for some time past, and it is to be hoped that it is only a prelude to a more general activity in this important branch of the industry of this country. The gigantic financial schemes that have been introduced during the past 12 months have absorbed an enormous amount of capital, sufficient, it would appear, to have satiated the investing public—hence the pause in the business of the Stock Exchange during the past few weeks. It is astonishing with what avidity the shares in the various new schemes have been purchased at very high premiums. The purchasers, I fear, have too frequently bought upon the representation that profits sufficient to pay large dividends have been made, while they have failed to remember that the said profits were upon the par price of the respective shares, instead of the enhanced price they may have paid in premiums. Now, if some of our best dividend mines were estimated by the same rule, the profits on the par price would be enormous. For instance, in Devon Great Consols, with 20s. per share paid, about 60*l.* per share is being divided annually. South Caradons, with 25s. per share paid, are returning about 35*l.* per share per annum, and many other mines I could mention are paying the same amount in proportion. Mining property will, therefore, contrast very favourably with many—very many—of the gigantic schemes that have absorbed so much capital, and glutted the public with their shares. It may be said in reply that mining is speculative. Granted that it is so—are not many of the new companies' operations equally so? It would be invidious to name them, but are not the shares in many of the concerns brought out on the Stock Exchange during the past 12 months now utterly unsaleable, unless at a considerable discount? Yet the public (or at least many of them) appear to be satisfied to lose their money in them, while at the same time they would on no account touch a share in a good mining property, that is capable of improving in intrinsic value in one day 50 per cent. The public, however, are now becoming alive to the great chances of success in mines, notwithstanding their speculative character, as is witnessed by the increasing interest that is being taken in various good mines by capitalists in all parts of the United Kingdom, notwithstanding all the attempts of some parties who advertise in the Journal to create disgust in the minds of its readers with mining property generally. It has been asked, why do East Lovell shares fall in price? Now, many reasons may be assigned for that, and among the most disreputable of them may be classed the discreditable system of publishing false reports and base insinuations against any particular mine, with the sole object of inducing the shareholders to part with their shares, to supply what had been already sold by their specious advisers. To what extent this has been done relative to East Wheal Lovell ever since the shares were 7*l.* every reader of the Journal is fully acquainted. What has been the result of all the malicious statements with regard to this mine? Why (as in the case of every good mine) the shares, although temporarily depressed through some of the shareholders having been induced to sell, have been bought by other parties, who will, without doubt, realise a large profit on them. My remark, in last week's Journal, that the shares in East Lovell would have a considerable rise, was founded upon the real merits of the mine, and I flatter myself that I know as much about this mine as many others who solicit to be consulted about it, and I am presumptuous enough to believe that the interests of the shareholders in East Lovell are studied by the advice I give, as much as by those who, for their own selfish motives, are inimical to its well doing. Since last week's report was published, the shareholders have the great satisfaction of knowing that their property has increased in value to an enormous extent. The discovery of a valuable lode, 57 fathoms east of the present workings, adds a most important additional value to the mine. Besides which, a new south lode has been cut, 20 fathoms from the surface; hence I consider that East Lovell (like East Caradon) will live down (if I may use the term) all its detractors, and prove a most profitable property to those who hold in it. There are only 1906 shares in East Lovell.

The meeting of Great Wheal Vor was held on Wednesday, when a most favourable report was read, both from the directors and the local manager. Acting upon the conservative principle (I hope they are all liberal conservatives), the directors deemed it prudent to keep a good credit balance in hand, and although a larger dividend could have been paid, it was considered judicious that 12s. per share only should be declared. The meeting was of a most satisfactory character, and the future prospects of the mine are of a very high order. East Caradons maintain their price very well. The prospects of this mine have improved lately, which may tend to increase the already large profits that are being made. Birch Tor and Vitifer shares have been dealt in. It appears rather surprising that these shares, paying good dividends, have not received more attention; they appear to be selling at a ridiculously low price, and will, no doubt, have a good rise ere long. The falling off in the returns at Wheal Grylls has caused the shares to recede to a price at which they may be safely bought. I offer this suggestion, and at the same time would observe that a reaction in the price will certainly take place ere long, and the same remark applies to several other mines in this district. Wheal Grylls is not developed to a tithe part of its extent as yet, but will recover its former prosperity when the lodes in both the old and the new additional ground are fully laid open. The first meeting of East Wheal Vor shareholders was held to-day (Friday). From the report of the managers, Messrs. Joseph Vivian and W. C. Vivian, it will be seen that the prospects of this property are of a very first-rate order, and scarcely partake of the usual speculative character attached to mines, seeing that already there are productive lodes and machinery for their development erected and paid for, and a capital in hand, after every liability is paid, of between 5500*l.* and 6000*l.*

From Mr. W. Lelean.—The clouds that still hang over the political horizon prevent any permanent improvement in monetary or commercial affairs. The tendency which the prospect of an early and abundant harvest gives towards a better state of things is neutralised by the continued uncertainty of the Danish question and the fears that are in many quarters entertained of a renewal of hostilities, Denmark and Prussia being alike obstinate. The stock market has been weak, but the mining share market has exhibited rather more buoyancy in particular directions. I have just returned from a five days' visit to Cornwall, and am well pleased with what I have seen. On the day before I reached Truro it was reported there that a rich lode had been discovered at South Chiverton, and everybody was still talking of it. Understanding that the lode was found to be running north and south, I at once engaged Capt. Sincarrow, of Great South Chiverton, to go over and inspect it, so that I might be fully assured of the correctness of the statement. His report brought me the full confirmation of the richness of the discovery, and should the lode run north and south, as it is now fully believed to do, it will, of course, add considerably to the value of the Great South Chiverton and the West Chiverton, as it must traverse these mines. I have little doubt but that the north and south lode previously discovered in Great South Chiverton is the same as that now discovered in South Chiverton. At the Great South Chiverton I found them pushing on the workings in the most satisfactory manner. The adit is being driven at the rate of fully 30 fms. a month, and will within the next six weeks intersect one or two of the fine east and west lodes already discovered, should the ground continue as at present. From the gossan seen on the backs of these lodes, I am justified in forming very favourable anticipations of them. It is in favour of the mine that, while they are thus proving their east and west lodes, the north and south lode just discovered is being proved at South Chiverton. West Chiverton is becoming richer, as it is developed, daily.

At East Treskerby I found between 400*l.* and 500*l.* worth of tin and copper on the floors. The mine is opening exceedingly well, and I may confidently repeat that, should the lode continue as at present, it will soon become a dividend-paying property. At Wheal Rose the mine continues to improve. North Downs, Hallenbeagle, and Great North Downs may all be favourably spoken of. I shall this week confine myself to a statement of the results of my own observation, and not travel beyond it.

East Wheal Lovell continues to improve. The shaft sinking below the 126 fathom level is worth 170*l.* per fathom; the 20 on this lode is still improving going west. The back on the junction is worth over 150*l.* per fm. At the shaft, sinking below the 20, on the south lode, the lode is 6 feet wide, worth 90*l.* per fm. The mine looks extremely well.

From Mr. James Crofts:—Amongst those who volunteer to enlighten the public through the columns of the Journal on the comparative value of mining shares, the writer has now laboured for a lengthened period, and many years beyond (with one exception) any other broker or dealer of the present day. Such, however, are the uncertainties besetting the pursuit, that no one can take a retrospect of past predictions without confessing that to be wrong is easy, and to be right difficult; and hence an agent is frequently exposed to animadversion on the failure of a mine fulfilling its promises, when, in reality, the blame should rest upon extraneous causes, inherent to a search for hidden lodes of mineral, to over-sanguine views when reasoning upon the probabilities of success in explorations, and to placing (as is most often the case) too implicit a reliance upon the reports of inspecting agents, employed by a class of promoters who rather "go in" for premiums to be enjoyed by themselves than from a real desire to benefit mining and its supporters. But *circumspice*, and it will be found that permanent success is not earned by such tactics, but rather by a careful abstinence from recommending doubtful mines to confiding clients, which all those do who understand what is best for their own interests in time to come.

A combination of causes have produced an epoch in the market which will be long remembered as one of the most lengthened and dullest ever known. Under the influences of chances of war, dear money, and the still more powerful effect of a reaction from a previous extremely flourishing state of things, the most appreciated shares have succumbed in value, whilst in the class making calls, and others destitute of stamina, and upon which all additions to capital are thrown away, scarcely any business can now be transacted. Mere "jobbing" in shares has likewise sensibly increased; but being, *de facto*, a legitimate business, no complaint can be valid thereon. An evil generated by the system is that the prices of shares fluctuate violently and constantly, the effect of which is not to satisfy the public on the score of shares being bought or sold at their real intrinsic value, nor can it be so where the basis of such transactions as rule prices is a fictitious one. The mines subject to this influence come and go like shadows. To-day, it may be East Russell: to-morrow, East Lovell, East Grenville, East Caradon, East Carn Brea, Wheal Grenville, and Crebor—a Chiverton or so—and in a month one-half of this scanty enumeration are forgotten as jobbing mines, and have given, or will give, place to others yet unknown. A particular mine has only to show some strong symptoms of success to insure its becoming an immediate object of difference of opinion on the real value of the improvements, and from this point originate the fictitious dealings in the shares; or, to put the matter more practically, time bargains for short or long periods, cancelled in most cases by payment or receipt of differences.

Some time since an opinion was expressed to the writer, when Wheal Grenville shares were at 8*l.* and East Grenville about 3*l.*, that the latter mine would prove, sooner or later, the best of the two. This was a prediction worthy of Zamiel, became on the way to be fulfilled; the price of these shares being 5⅛ to 5¾, and of Grenville 7⅛. Very large orders from Cornwall to buy East Grenville came in on Thursday, the improvements, it is said, warranting a much higher price, some predicting an advance of 30s. to 40s. per share. Holders, however, should bear in mind the sound maxim, always to sell mining shares when a handsome profit is easily realisable, for the reason that an upward movement, however sound the cause, is always liable to be counteracted by holders selling who have bought at lower rates. This is the most marked improvement in any mine during the last fortnight. There is said to be an improvement of consequence in West Chiverton, but additional success in this concern appears to surprise no one, the channel of ground in which the lodes exist being apparently exhaustless (like the Devon Consols) for ore. Great expectations continue to be held out to the public on the merits of Wheal Chiverton, but the shares are lower, and, therefore, to the believers in those merits, an eligible and assumed to be a perfectly safe investment. Great Laxey shares have rallied from a lower figure—a first-rate stock, and will be, sooner or later, the progenitor of other good mines in that district (the Isle of Man). Providence and St. Ives Consols, two notabilities of Cornwall for tin, are steady shares, but susceptible of a rise, from the fact that although the metal has receded lately in value, the demand is excellent, and will absorb into consumption more than the excess of stock, compared with last year, of the Banca and Straits tin. On other market mines, the daily remarks and quotations are referred to. At the general meeting of Bedol-aur, a most satisfactory report was read, and a call of 2s. per share made. The shaft, now down 70 yards, is to be sunk to 80 yards, to prove at that depth the veins now operating upon at the 70. Additional rews, dated June 13, will be found in another column. The present workings are upon the Beill Gwyn and Brynia veins, and all highly satisfactory. Apropos of the call, and including four additional men in the shaft, the 320*l.* on 3200 shares will carry on the mine to the end of 1864, whilst the anticipated success may before that time give dividends. There are few dealings in the shares, from the almost total absence of sellers. An adjoining mine, called Golch Hill, worked privately, is a handsome property, and centered in one individual. Shares (2000) are saleable at the quotations, and should be bought. Cefn Cilcen and Pentre Lygan are also worth attention. East Lovell have been operated upon by "bears," and have receded from about 21¼ to 18⅛. As the produce of the mine and rate of dividends now stand, these shares appear quite safe to buy, and have, moreover, strong supporters. The Great Wheal Metal (tin), in 10,000 shares, of 2*l.* each, of which 20s. is payable in the first place, has found large support, founded, probably, upon the fame of the Vor district. Very shortly the public may hear of another new tin mine, adjoining one of the celebrities of Cornwall, which has only to be introduced on a fair and liberal basis to insure the absorption of the shares by capitalists, who prefer to see a large balance in hand to work a mine effectually, and save it from calls.

FOREIGN MINES.

Alamillos.—June 4: In the cross-cut south, in the 4th level, a small branch has been intersected; it being poor, we shall drive further south for a more satisfactory trial. In the 3d level, west of San Lino shaft, there is no improvement to notice. The ground in the 3d level, east of Zamora's winze, is rather hard for driving. The 3d level, west of footway-shaft, and the 3d level, east of Aguilar's winze, are communicated, giving great extension to the former, but we regret to say that the ground opened by the driving has been unproductive. We are now driving west of Aguilar's winze, where the lode is worth ¾ ton per fathom. In the 2d level, east of Taylor's shaft, the men are put to open the north side, in which direction we expect the lode is thrown by the disturbed ground driven through. In the 2d level, west of Taylor's, the lode continues very regular, but shows no signs of improvement. The lode in the 2d level, west of San Martin shaft, is very strong and hard for driving. The lode in the 1st level, west of San Eugenio shaft, contains good stones of lead, and is of a kindly appearance. La Madelena shaft is still in old workings, and the men are making good progress with their work.—Shafts and Winzes: In Taylor's engine-shaft we have done a good deal of preparatory work, and are now about to fix the plungers in the 2d level. In San Rafael shaft we have cut a good plat, and enlarged the shaft in the 3d level, preparatory to sinking for a 4th level. The lode in San Martin shaft is large and strong, and very hard for driving, worth 1½ ton per fathom. The ground in San Francisco shaft, below the surface, is rather stiff for sinking. San Adriano shaft will reach the requisite depth for the 1st level this month. We have commenced sinking San Juan shaft for a 4th level. The ground is easy, and the men are making good progress.—General Remarks: The surface work throughout the mine is going on regularly. Before the end of the current month the sinking of the following shafts will be commenced—San Rafael, below the 3d level; Taylor's shaft, below the 2d level; San Jose shaft, below the 1st level; and Crosby's shaft, below the 1st level. These four principal shafts will then be continued without further let or hindrance. We are taking away all the available ore ground that has been opened, and it is yielding a moderate quantity of mineral.

Linares.—June 4: Pozo Ancho Mine, West of Engine-Shaft—South Lode: In the 110, west of engine-shaft, the lode produces good stones of lead. The lode in the 95, west of No. 129 winze, is improved, worth 1½ ton per fathom. In the 85, west of Marin's winze, the ground appears more broken and jointy than it has been, and is letting out much water. The 61, east of Isidoro's winze, having proved unproductive for some length, and the present appearance of the lode being unkindly, we have suspended it. In the 61, west of Santana's winze, there is still a splendid lode, worth 4 tons per fathom, but the water has prevented our working it for several days past. In the south side of the 51, west of Crosby's shaft, there is a good branch of lead, worth 1 ton per fathom.—East of Engine-shaft: In the 110, east of engine-shaft, the lode is large and very hard for driving. The lode in the 95, east of Shaw's shaft (now east of

No. 135 winze), has rather fallen off in value since last report. In the 85, east of No. 134 winze, the lode is large and open, but unproductive. The 75, east of cross-cut, is started at a point east of Field's shaft, where the lode was intersected by a cross-cut. —North Lode: In the 85, east of No. 132 winze, the lode has again improved, and has a very promising appearance. In the 75, east of Field's shaft, a great improvement has taken place, the ground also is much easier for driving, and the lode worth 2 tons per fathom.—Shafts and Winzes: Crosby's shaft has been sunk to its present depth with the aid of the engine; it is now suspended whilst the pitman completes his work, which will take about a fortnight. No. 135 winze is holed to the 95 fm. level. No. 136 winze will be communicated to the 95 fm. level in a few days; the lode is small at present. In No. 137 winze the lode is large and spotted with lead. The lode in No. 138 winze is looking strong and kindly, worth 1 ton per fathom. In Rendon's winze there is still a good branch of lead in the south part of the lode, worth ½ ton per fathom. In No. 139 winze, below the 75, the lode is very strong, consisting of carbonate of lime and lead ore, worth for the latter 1½ ton per fathom. No. 140 winze is likely to open out a productive piece of ground.—General Remarks: The surface work is being carried on with the usual regularity. The tribute department is, on the whole, without any alteration. Crosby's shaft has been sunk below the 51 fm. level as far as was convenient to do without the assistance of the engine. The pitman is now engaged rearing up the column, and will have it complete in a fortnight, when sinking will be resumed, and pushed on with all dispatch. The bull engine has been idle during the last week, owing to the failing of the boilers. We estimate the raisings for June month at 375 tons.

FORTUNA.—June 4: Canada Incosa—West of Taylor's Engine-shaft: In the 100, west of Gonzale's winze, there has been a good lode since our last report, but it is again reduced in value. In the 90, west of Zamora's winze, the men are making little progress through the hard cross-course. The lode in the 80, west of Henty's shaft, has failed during the last few days, but we expect it will improve again shortly. The lode in the 70, west of Judd's shaft, continues firm and compact, opening out good tribute ground, worth 2 tons of lead ore per fm. In the 55, west of Carile's winze, the lode has been small and poor for some time past, and is, consequently, suspended for the present. —East of Engine-shaft: In the 70, west of Lownde's shaft, the lode is very much improved, and is of a very encouraging appearance. The lode in the 70, east of Lownde's shaft, is regular, and looking rather more kindly than it has been for some time past. The 55, east of Pascual's winze, having passed through a cross-course, we expect to find the lode thrown slightly to the north. In the 45, east of Jose winze, the lode is small. In the 30, east of Garcia's winze, the lode is looking kindly, and we think it will shortly again improve.—Shafts and Winzes: The lode in O'Shea's shaft, although diminished in size and value, is still of a very fine appearance, and worth 4 tons per fathom. The ground in Lopez winze is hard for sinking; the lode is composed of quartz and lead, worth for the latter 1 ton per fm. In Damian's winze, below the 30, the lode is small and poor, and the ground hard for sinking. Grande's winze is situate west of Lownde's shaft, and in advance of the 70.—Los Salidos Mine: In the 90, west of Andre's winze, the lode is large and strong, and of a kindly appearance, worth 1 ton per fm. The 75, west of Sanche's winze, has come in contact with a strong cross joint, which appears to have cut off the lode. The lode in the 55, west of San Carlos shaft, is very compact and firm, worth 2 tons per fm. In the 45, west of Millan's winze, the lode is small, and the granite very hard for driving. The upper part of the 30, west of San Carlos shaft, being in old workings, we are stoping it down to make the level good.—East of Engine-shaft: The lode in the 90, east of Morris's engine-shaft, is large, and of a promising and productive character. The 65, east of Viciana's winze, has reached a strong cross-course, on the eastern side of which we expect to find a good lode, now worth 1 ton per fm. In the 55, east of San Miguel shaft, the lode is small and poor, and the ground hard for driving.—Shafts and Winzes: San Gabriel shaft is holed to the 75, and will soon be made available for drawing away the stuff. The ground in San Enrique shaft, below the 20, is very weak, and requires a good deal of timbering. San Miguel winze, below the 55, is going down in a fine lode, worth 3 tons per fm. The lode in Pentado's winze, below the 75, is large, and yields good stones of lead ore. Suez winze, below the 65, is likely to open out a productive piece of tribute ground. In Gimenez winze, below the 65, the lode is small, and the ground hard for sinking.—General Remarks: The commencement of harvest has caused a scarcity of labourers—the class of men used for wheeling the leadstuff underground, kibble-fillers, landers, trammers, &c., as well as the handy youngsters for the dressing-floors. We are repairing Buenos Amigos shaft; the masons will commence walling it up in a day or two, and every effort will be made to get it in working order as early as possible. The tribute department remains much as usual. We estimate the raisings for June month at 400 tons.

SANTA BARBARA.—Capt. Bryant, Pari, April 28: Reduction Department:—The following stone has been stamped during the past month, from March 20 to April 20, in all 440 tons, yielding 1089 oitavas of gold:—

Ripples	28 tons	yielded	84½ oits.	= 3·000	per ton.
"	34	"	120½ oits.	= 3·544	"
"	26	"	93 oits.	= 3·576	"
Stopes, shaft, and adit	213	"	657 oits.	= 3·086	"
Shallow level	52	"	78 oits.	= 1·500	"
Trial level	55	"	40 oits.	= ·727	"
Carne's shaft	32	"	16 oits.	= ·500	"
Total	440 tons		1089 oits.		
Sand restamped	193	"			
No. 1 floor	82	"	rejected stone from shaft and stopes.		
No. 2 floor	15	"	" " shallow level.		
Total stamped	730 tons.				

This includes 50 tons left on the spalling-floor on March 20. All the stone passed over the ripples was taken promiscuously from No. 1 floor, or from shaft, stopes, and adit level mixed; but the ripples not having their fair proportion of small, the produce is above the average. The average produce from No. 1 floor would be 3·174 oits. per ton of stone; stone rejected from this floor during the month, 52 tons=17·2 per cent.; stone rejected from No. 2, or shallow level, 15 tons=29 per cent. nearly. The yield from rejected stone and sand is included in the 213 tons from No. 1 floor. The sand all came from this as from the other places it was allowed to pass off, except from the ripples. In the mine there is nothing new to report; the lodes in the shaft, stopes, and adit end is without alteration to notice.

COPIAPO.—Checo Copper Mine: Estimated produce for April, 578 qntls., value $976. The lode in the winze sinking below the 65, west of Price's shaft, has a little improved; it is now 4 ft. wide, 2 ft. of which is ore of about 20 per cent., and looking very promising for further improvement. The lode in the 50, east of Price's shaft, is 2 ft. wide, producing some good stones of ore.—G. MATTHEW.

DULCINEA COPPER MINE.—Estimated produce for April, $3690. In the bottom end north there have been 2·7 metres driven during the month, and the lode is as wide and as rich as when last reported. Bottom stope, 23·5 metres taken out since March 31. This stope is 14 fms. long from the north end to the bottom of the south winze. The bunch of ore is extending south under the last-mentioned diagonal winze, and shows its top under the deposit of porphyritic rock in soft malachite and red oxide of copper. In the 25 south the lode is wide, and is assuming a more solid form, and the ore is of better quality. The new winze was sunk 6·8 metres during the present month. Thus far there has been ore enough taken out to pay the cost of working, and still continues. We have cut through the slide, but had to work further in the hill to be under where bunches of ore have been taken away on the brow of the hill, nearly even with surface.—J. LAIRD.

CENTRAL AMERICAN.—Alotopeque, April 30: At San Pantaleon Mine, Cornubia engine-shaft has in the past month been divided and cased from the San Alfonso, or 40 fm. level, to Guadaloupe, or 50 fm. level, the lift removed, &c., and the three English shaftmen, with three natives, have driven the Guadaloupe, or 50 fm. level, east of Cornubia engine-shaft, 14¼ varas; here the lode is 1¼ ft. wide, composed of decomposed porphyry, with a little quartz and black mundic. In the 40, driving west of Taylor's shaft, towards the deep adit, the ground is hard for driving through. In the San Alfonso, or 40 fm. level, driving west of Cornubia engine-shaft, the lode is 1 ft. wide, but unproductive. In the San Alfonso, or 40 fm. level, east of Cornubia engine-shaft, driving north on the cross-course towards the main lode, in the past month the ground has been favourable for driving through. We think it will take two months more to cut the lode and get under the ore ground. The lode in San Felipe, or 30 fm. level, driving east of No. 2 cross-course, is split into two branches, and a little disordered; these branches are composed of quartz and flookan, with a little mundic. In the San Alfonso deep adit the ground during the past month has been favourable for driving. The lode in the stopes No. 2 has become unproductive, and the men put to stope above San Felipe level, east of No. 2 winze, where the lode is very small, worth 4 cwts. of good quality silver ore per fm.; this stope is to be called No. 12 stope. The lode in the stope No. 6, east of No. 5 winze, is worth 3 cwts. of good quality silver ore per fm. The lode in the stope No. 3, above San Felipe level, and east of No. 2 stopes, is worth 3 cwts. of silver ore per fm. The lode in the stope No. 10, east of No. 3 winze, is worth 4 cwts. of good quality silver ore per fm. The lode in the stope No. 9, below San Juan level, west of Lemus' winze, has yielded about 2 tons of ore in the past month; it is now suspended, having become poor. The lode in the stopes No. 13, above San Hilario level, is worth 2 cwts. of good quality silver ore per fm. The lode in the stope No. 5, west of No. 5 winze, is worth 3 cwts. of silver ore per fathom.

San Antonio Mine.—The lode in San Faustino or 10 fm. level, below San Ramon adit level, is split into branches, with stones of ore, but not to value. The lode in San Ramon adit level, driving east of the No. 1 cross-course, is greatly disordered by cross flookans and courses of ground; the lode is 2¼ ft. wide, composed of decomposed porphyry, with a little quartz and blende, but not to value. The lode in Manuel's winze, sinking below San Ramon adit level, is 1¼ ft. wide, worth 12 cwts. of silver ore per fathom, but of very low quality—32 ozs. of silver per ton. The lode in No. 1 stope, above San Ramon level, and west of Mistum's winze, is worth 5 cwts. of silver-lead ore per fm. The lode in the stope No. 4, east of No. 1 cross-course, has become valueless.

May 2.—Although the company's operations have been carried out with regularity during the month just ended, I am still unable to report any favourable change in the prospects of the mines. The total yield of ore amounts to 102 tons 7 cwts., of an average ley of 80·91 ozs. of silver per ton. Until some new discovery of ore the yield must of necessity be small. Returns at the present rate may be expected to be kept up for some months to come, or until the Alfonso deep adit cross-cut shall have fairly got under the ore ground seen in the level 10 fms. above: 31 bars of silver were sent to the Mint of Guatemala on April 8, and realised $24,576, but this would not admit of any remittance to England.

NEW WILDBERG.—Z. Walls, June 11: The sinking of Carter's shaft is completed to the 30, and the men are now employed cutting plat at that level. The 20, driving east from this shaft, on the Erbterfstergang lode, is unproductive. The 20, driving west on the Dornergang lode, has much improved since last reported; it is now worth 12 cwts. of silver-lead ore per lachter. The drivages east and west from Michael's shaft, at the 10 lachter level, are both unproductive; in sinking this shaft below the 10 the lode during the past week has produced some good stones of ore, but still we cannot say much of its value at present. The 10 lachter level, driving west from Carter's shaft, is unproductive; and so is likewise No. 3 sink, going down below the deep adit on Beck's main lode. In the tribute department there is no change to mention since I sent you our setting report. Yesterday we sold to the Stolberg Mining and Smelting Company our returns for April, computed 145 tons, at 10*l*. 10*s*. per ton.

THE IRON TRADE.—An authorised circular, to be edited by Mr. Charles Ryland, the well-known broker and agent, is about to be published in Birmingham. It is to be entitled "The Iron Trade Circular." Mr. Charles Ryland has made arrangements for assistance from gentlemen eminent in their several departments. "Facts, and facts only," is the motto of this journal, which is intended to rescue the trade from the recurrence of the recent scandals in the Wolverhampton district.—*Birmingham Daily Gazette*, June 16, 1864.

Mining Correspondence.

BRITISH MINES.

BAGTOR.—William Hosking, June 16: Prosper eastern engine-shaft is continuing to be sunk by nine men. We have not yet reached any change in the ground, which is somewhat spare for sinking; we are, however, justified in expecting an early and favourable change, from the dip of softer ground in the 16, and as it is more than likely that this change will be accompanied by an improvement in the lode, as was the case in the 16 fathom level, we are anxious for its appearance. We are making fair progress with the rise in the back of the 16, and hope shortly to communicate to the adit, the ventilation resulting from which will enable a resumption of driving the 16 end, west of shaft, where the lode is carrying a leader of tin, 4 inches wide. At Quickbeam engine-shaft we have not yet completed the adjustment of the pitwork; this will, however, be soon finished, when we shall resume sinking with great confidence of satisfactory results.

BEDFORD CONSOLS.—Capt. Mitchell, June 16: In the middle adit level east the north lode is in a disordered state, being mixed with killas, containing white iron, spotted with lead, which indicates our near approach to the cross-course.

BEDFORD UNITED.—Jas. Phillips, June 14: No alteration has taken place in the ends throughout the mine during the past week. The stopes continue to yield about the same quantity of ore as for some time past.

BEDOL-AUR.—T. Pierce, June 12: We have little alteration in the ground at the forebreast of the 70 west; east, more tumblers coming in the vein. My opinion is that we are very close to the Billgwyn vein, and we shall cut it very soon. South-west of the level (70) is in very promising ground, about 10 in. wide, of saving stuff, or boose, and appearances to-day were for an improvement.

BILLINS.—F. Evans, June 15: The ground in the engine-shaft is a little easier for sinking, a little more clay showing in the lode. In the 75 east the lode wears an improving aspect; it is a very promising lode, and worth ½ ton of lead ore per fm. The 75 fm. level west is likely to improve for lead ore, and which at present produces good stones of lead.

BOSCAWEN.—J. Edwards, R. Giles, June 11: The lode in the 80, west of Hunter's shaft, is just as last reported; ground more favourable for driving. The lode in the 70, driving west of said shaft, is at present small, in consequence of a hard bar of ground, but we think it will soon resume the size and value, at present worth 10*l*. per fm. for copper ore. The south lode in the 70, driving east of said shaft, is 1 ft. wide, producing good stones of ore, of a very promising character. The lode in the rise in the back of this level, against the sump-winze, is worth 25*l*. per fm. for the length of rise, 7 feet. The stopes in the back of this level are worth 14*l*. per fathom. The lode in the sump-winze sinking below the 60, west of Hunter's shaft, is worth 15*l*. per fm. The stope in the back of this level is worth 15*l*. per fm. The lode in the winze sinking below the 50 is 20 in. wide, worth from 12*l*. to 14*l*. per fathom. The lode in the 30, driving east of caunter shaft, is 2 ft. wide, producing good stones of copper and lead ores; this end is looking very kindly.

BOTTLE HILL.—J. Eddy, June 14: Main Lode: The lode in the 10 and 24, east of Wills's shaft, is 5 ft. wide, and producing saving work for tin. The lode in the stopes in back of the 12, west of William's shaft, is about 4 ft. wide, 18 in. of which is turning out good work for tin.—South Lode: Since last week's report we have driven 2 fathoms east in the 12 on the course of the lode, and found the lode to vary in size from 6 to 18 in. wide, but poor.—Robert's Lode: Since my last report, in the 17, east of Strove's shaft, we have taken down a piece of lode for about 3 fms. in length, and found the lode about 3 ft. wide, worth full 15*l*. per fm. I have been underground to-day, and bored a hole in the lode near the end; I find the lode here to be about the same size and value as the one taken down last week; the lode appears to be equally as good in the back and bottom of the level as in our present drivage. We are now near a large cross-course, and about this place I expect to find large deposits of tin. We have not drawn any tinstuff to surface from this lode for the last 14 fms. driving; the stuff has been accumulating underground, owing to the short supply of water for drawing and stamping. I hope to show in another month or six weeks the improvement on Roberts's lode by increasing our returns of tin. We shall sample next week, but owing to the short supply of water for drawing and stamping, our parcel will be small; I judge about 3 tons.

BRONFLOYD UNITED.—T. Kemp, June 15: The 52 is extended 58 fms. 2 ft. west of engine-shaft, leaving about 1 fm. 2 ft. more to drive to make a communication with the winze sunk from the bottom of the 40. The part of the lode we are now driving on carries a large quantity of carbonate of lime, and is hard, consequently the men are making slow progress; however, every exertion is being made to cut through to the winze, as when done it will thoroughly ventilate the bottom part of the mine. We shall then at once commence to cross-cut the lode north, in order to follow the shoot of lead coming down in the bottom of the level above over this point. The part of the lode carried in the 40, west of shaft, is rather stiff for driving, and is intermixed with a little lead, but not sufficient to value. The western stope in the back of this level has a little improved, and is now worth 18 cwts. of lead per fm. The eastern stope will yield about 8 cwts. We are pushing on with the dressing for another sampling as fast as possible.

BRYNTAIL.—Jas. Roach, June 16: The engine-shaft is 4½ fms. under the 25; the ground is a little easier for sinking, therefore, I hope to reach a 30 fm. level, 35 fathoms from surface, about the end of July next. In the 20 east the lode has not yet been seen east of cross-course; we expect to intersect it hourly. The 20 west, on the south part of the lode, still contains a small quantity of ore, but no commercial value can be set on it, still it is highly promising for the production of great quantities of ore. In the cross-cut driving north through the lode, which is now extended 26 ft. without the north wall being reached, we have some excellent stones of lead ore. To-day we broke a stone upwards of 28 lbs. weight, associated with carbonate of barytes; the latter was never before seen in the mine. I can consider this a material improvement, and likely to lead to increased deposits of lead ore. I believe from present appearances that the 30 will prove an excellent level. I will give you further particulars in my next. The carrier will take off a parcel of ore this and the ensuing week.

BULLER AND BASSET UNITED.—J. Rule, June 15: In the 80 west, on the south lode, we have met with a cross-course, which has disordered the lode. There is a little ore to be seen in driving through the cross-course; we hope to be free from its influence against our next report. In the 80 cross-cut north the ground is improving. At the 60 fm. level west, on engine lode, the lode is 2 ft. wide, and much of the same character as last reported.

CAPE CORNWALL.—R. P. Goldsworthy, June 15: We are driving the adit level south, on Wheal Owl lode, by two men and one boy, at 45*s*. per fm.; the lode is producing splendid stones of tin. We are sinking a shaft from the surface on Wheal Owl, by four men and two boys, at 2*l*. 10*s*. per fm.; the lode is of a very promising character; we have a middle lode very kindly, which will intersect Wheal Owl southward; we are driving the adit on the south lode, by two men, at 40*s*. per fm.; the lode is 2 ft. wide, composed of spar and prian; we shall commence a shaft from surface at once on the south lode, and sink the same with all possible dispatch to prove the value of the lode in depth; these lodes are in virgin ground; I believe our chances of success in depth are great; I have seen the most productive lodes in this district, and none of them present more promising appearances at the surface than the Wheal Owl lode, the middle lode, and the south lode. We have cut down the engine-shaft from surface to the adit sufficiently long for fixing the lifts, ladders, and skip-road. We shall complete the walls of the engine-house, and put on the roof this week. We are pushing our surface-work all possible dispatch.

CARADON CONSOLS.—Wm. Rich, June 14: The engine lode, in the 80 west, has made a splice, but in the last taking down it appears to be opening out again, with kindly fluor-spar and good spots of ore in its composition. The north lode is large and gossany, but at present poor; the ground, however, is easy for progress. We hope to hole the rise in the back of this level in a few days, and thereby give good ventilation. There is a little water coming from the end of the south cross-cut, but no lode yet met with.

CLARA UNITED.—Jas. Lester, June 15: Llywernog: Since my last I have set the engine-shaft to sink below the 40, to nine men, to put in bearers and cistern, penthouse, &c., for 140*l*. In the 40, driving east, no lode has been taken down since last week.—Dolwen: The water is not yet out from the old workings on the top of the mountain, but will be in a few days, when I will let you know, so that Captain Matthew Francis may inspect it.

CONNORREE.—Capt. Bishop, June 11: In the deep adit there is no variation in the stratum during the week. The prospects at the 54, west of engine-shaft, are much the same as for some time past. The 45, west of engine-shaft, is a little improved for copper ore and copper sulphur. The 20, west of new shaft, is yielding good ore. The lode in the 18 fm. level ends, east and west of Field's shaft, is large, and contains stones of good copper ore and sulphur. The 10, west of old cross-cut, is yielding good black and grey copper ore, with sulphur combined. In the 10 south, and west of Tracey's shaft, the lode is very wide, and contains stones of good ore, much the same as for some time past. Nothing calling for remark has occurred in the 20 cross-cut, south of new shaft, during the week. In the 10 cross-cut, south of Tracey's shaft, the rock formation is a little improved for exploring.—The stopes on the great copper and other lodes: The improvement at the 35 still continues, and the lode is looking very favourable for a good and lasting supply of copper ore; I may say it never looked better than at present.

COPPER HILL.—A. Johns, June 11: Paddon's Lode: The winze under the 80 is producing stones of ore. The 70, west of point of horse, is worth 1 ton per fm. Stripping down the north part of the lode is worth 3 tons per fm.—Michell's Lode: The stope in back of the 80 is worth 3 tons per fm.—Stevens's North Lode: The 60 west produces stones of ore. The 50 west is worth ½ ton per fm. No alteration in any other bargain. —P.S. The tributers have discovered a good lode of ore in the bottom of the 60, working at 2*s*. 6*d*. in 1*l*.; this will assist our next sampling.

CRENVER AND WHEAL ABRAHAM.—J. Vivian, June 9: At Vivian's shaft, in Oatfield, the masons continue to make good progress in building the engine-house for the 90-in. cylinder-engine; it is now raised as high as the arch over the cylinder and bob-end openings, having a steam-hoist to lift all the heavy granite blocks; it facilitates the building work very much. Yesterday we had two more large boilers brought on the mines, making in all seven. The adit is being cleared and secured in this part of the mine. The wheel-pit for saw-mill is completed, and much of the machinery on the ground; the erection of this will be commenced forthwith. The smiths' shop walls are from 8 to 10 ft. high. The roof is on the account-house. At Wheal Abraham, or middle sump, the masons are fast progressing with the house for the 80-inch cylinder-engine; the arches in this house are all set in, and the buildings are being raised above these. The men clearing the adit in this part of the mines have made satisfactory progress by letting down and drawing off much water. At Thomas's, or the western district, the masons are building the house for the 70-inch cylinder-engine, and also the house for the 30-in. steam-whim and capstan. The whole of the work is progressing as fast as possible, and very satisfactory.

— John Vivian, June 16: At Vivian's engine-shaft, at Oatfield, the masons continue to make good progress in building the 90-in. cylinder engine-house; this house will be up in about three weeks from this date, as we find the steam-hoist of great assistance in raising the heavy granite, immediately after which the engineers will commence the erecting of the engine. We are also making satisfactory work in clearing the main adit in this part of the mine. The boiler-builders will have completed five boilers by the end of this week, and the sixth is far advanced. We have now eight large boilers on the mine, and the ninth will be delivered this week. The water-wheel for saw-mill, &c., is being put in its place, and will be completed in a few days. The walls of the new smithy are up about 10 ft. high, and we shall shortly commence covering the house. This building is intended for eight forges, and we are getting ready for fixing patent fan for blast. The woodwork of the offices is nearly completed, and the masons have commenced to lay on the slating; this they are very busily engaged in doing. At Wheal Abraham, middle sump-shaft, the engine-house for the 80-in. cylinder steam-engine is in advance of the former, and will be up by the latter end of the coming week, weather permitting, when the engineers will be at their work here fixing the engine. We are also clearing and securing the adit in this part of the mine, and progressing satisfactorily. At Thomas's shaft, in the western district, the building of the engine-house for a 70-in. cylinder engine, with steam-whim and capstan, is being pushed on with as many hands as can judiciously be placed on the work, and the walls of the house for the 70-in. engine are already 12 ft. high. The clearing of the main adit in this part of the mine is getting on very satisfactorily. The large cistern and well-work, cylinder bottom and cover, together with balance-bob of the 90, are now on the mine, and the main beam of this engine, with carriage weighing upwards of 40 tons, will be delivered this week. We have commenced the large reservoir, 140 ft. square; this we calculate will contain a sufficient supply of pure water for our condensing purposes, a matter of great importance in working these extensive mines. This stream will also keep our water-wheel and other machinery in motion when springs are low. We have a large quantity of heavy machinery on the mines, including the whole of our 80-in. cylinder pumping-engine, and the founders are daily delivering the heavy pitwork, &c. The saw-mill, saw-bench, &c., are completed, and ready to fix forthwith. Our quarries continue to yield a quantity of stone, which has been delivered at the rate of 50 tons per day. Our staff of masons now number upwards of 50, and we have as many men engaged in the various works as can be judiciously employed.

CROWAN CONSOLS.—J. Seymour, June 14: We have fixed the 36-fm. plunger-lift of 16-in. pole, &c., which I am glad to be able to say works admirably well, and it effects a saving in the consumption of the coals of one-third. The shaftmen are now employed to finish up some trifling jobs about the shaft; as soon as this is done they will have to stope away some ground from the bottom of the 20, to bring back the water from the Dumpling to Ward's shaft. They will then come more to cut through the lode at the 30, and drive on it east and west.

CUDDRA.—F. Puckey, E. Dunstan, June 16: In the 105, east of Walker's shaft, the lode is producing some good work for tin; we have cut into it about a foot, but there is not enough yet taken down to ascertain its size or value. In the same level west the lode is improving, and now producing saving work for the stamps. In the 90 west we are cross-cutting the lode; we have cut into it about 5 feet; the lode is improving as we get further north; the last foot has produced some very good work for tin, and no appearance of the north wall yet. We have not taken down the lodes in any of the stopes during the past week. In the cross-cut north, west of the 60, the lode is very hard and spare for driving, consequently there is no alteration to notice, as we are still in the capel of the lode.

DARREN.—R. Williams, June 15: There is no new feature to report in the stope at the back of the 10; the lode is still worth about 30 cwts. of ore per fathom. Our shaftmen have been driving west of the shaft in the 15, while others have been engaged in taking out the old penthouse, and making ready to send the kibble to the bottom. These matters will require but a short time longer to complete. At surface we are clearing the foundation for the masonry of the drawing-machine, and as soon as possible the wall will be begun, which will not require many days to complete.

DEVON AND CORNWALL UNITED.—T. Neill, June 13: George and Charlotte: The lode in the 12 east is improving, and I have no doubt will soon be found as productive as in the stope above, worth 5 tons of ore per fm.—William and Mary: The lode in the 34 east is still likely to hold, and is worth 5 tons per fm. The lode in the 22 east is very promising, worth 2 tons per fm. The stope above is worth 4 tons per fm.

DOLFRWYNOG.—C. W. Seccombe, June 13: The men in No. 3 shaft will complete their contract to-morrow. I shall then put some of those men to clear out No. 5 level, and the others stoping in the back of this level close to No. 2 shaft. No change to notice in the stopes in back of No. 4 level since my last. The little Brittens are still at work. We have got as much surface water at present as would be required for working the machinery.

EAST CARADON.—James Seccombe, June 15: Caunter Lode: The 60 east is worth 5*l*. per fm., and improving. The 70 east is worth 8*l*. per fm. The 80 east is worth 50*l*. per fm. The 80 west is worth 8*l*. per fm.—New Lode: The 60 west is worth 5*l*. per fathom. The 70 east is worth 5*l*. per fathom. The 80 west is worth 5*l*. per fathom.—South Lode: The 70 east is worth 8*l*. per fm. The 70 west is saving work.

EAST CARN BREA.—T. Glanville, J. Scholar, June 15: No. 3 Lode: In the 60, east of the cross-course, the lode is producing 2 tons of copper ore per fathom: in the 60 west 3 tons of ore per fathom. In the stopes in back of the 60 the lode is producing 6 tons of ore per fm.—No. 4 Lode: In the 50 west the lode is producing 1 ton of ore per fm. In the 30 east the lode is producing 3 tons of ore per fm. In the 30 west the lode is producing 2 tons of ore per fm. In the 26 east the lode is producing 4 tons of ore per fm. In the 26 west the lode is producing 4 tons of ore per fm.

— June 11: Tutwork Setting: The old engine-shaft to sink under the 70, by six men, at 20*l*. per fm. The 70 cross-cut to drive south of old shaft by six men, at 7*l*. per fm. The 70 to drive west on No. 2 lode by two men, at 5*l*. per fm. The 60 to drive west of cross-course, on No. 3 lode, by four men, at 5*l*. per fm. The 60 to drive east of cross-course, on No. 3 lode, by four men, at 7*l*. per fm. The stopes in back of the 60 by four men, at 2*l*. 10*s*. per fm. The 50 to drive east, on No. 3 lode, by four men, at 8*l*. per fm. The 40 to drive east on No. 3 lode, by four men, at 7*l*. per fm. The 26 to drive east on No. 3 lode, by two men, at 4*l*. 10*s*. per fm. The 50 to drive west on No. 4 lode, by four men, at 4*l*. per fm. The 50 cross-cut to drive south of No. 6 lode, by four men, at 6*l*. per fm. The 50 cross-cut to drive south of No. 3 lode, by six men, at 6*l*. per fm. The 30 to drive east, on the new lode, by four men, at 4*l*. per fm. The 30 to drive west, on the new lode, by four men, at 5*l*. per fm. The stopes in back of the 30 by four men, at 2*l*. 10*s*. per fm. The 26 to drive east, on the new lode, by four men, at 3*l*. per fm. The 26 to drive west, on the new lode, by four men, at 4*l*. per fm. Thomas's engine-shaft to sink under the 26 by nine men, at 16*l*. per fm. Buckley's shaft sinking by six men, at 4*l*. per fathom.

EAST CHIVERTON.—J. Nancarrow, June 15: Our sumpmen are getting on rather slow with fixing the plunger-lift, but I hope to get on faster in a few days, if all be well. The north cross-cut in the 35 is still very hard, but I like the colour and the channel of ground very much, as I have seen rich lodes made in West Chiverton in quite the same channel of ground; the north branch is just the same as last week. The south lode, in the 35, is much larger now than last week, and looking more of a promising character; we have opened about 2 fms. on the lode cut in the adit cross-cut, and, as far as we have seen, this lode is composed of a very promising character altogether for lead, but we are not more than 6 or 7 fms. deep here, so we cannot expect to meet with a great deal in this depth; we are driving west on this lode, and I think there will be a better chance than driving east. We would recommend pushing on with all speed on this lode, and as well drive on the cross-cut, to intersect the lodes before the present end is cross-cut.

EAST CLOGAU (Gold).—K. Roberts, June 14: The auriferous quartz holds well in sinking on the lode in the St. James's No. 2 level. The ground in St. John's cross-cut driving eastward is becoming a little more easy for progress than it has been for some time past, and letting out more water as we are approaching to the range of St. James's lode. I have stopped No. 1 St. Dewi level for the present.

EAST DEVON GREAT CONSOLS.—T. Neill, June 14: In the 70 north the little work that has been done on the branches shows no improvement in their character, and I should, therefore, advise you to direct all the attention to pushing on the cross-cut north, as from the very favourable and congenial ground for mineral in this direction we may daily or hourly expect to meet with a lode.

EAST GREAT WORK.—J. Lean, June 10: The ground in the engine-shaft is considerably harder than heretofore, but it may only be a floor; in the end mentioned as driving west to intersect the Great Work lode at present there is a good branch of tin of good quality, but as it so recently cut, I defer naming a value. We shall see more about it shortly; it is what is generally termed steel-tin. The men did not know what it was at first. I will write to you again to-morrow respecting it.

— J. Lean, June 11: By driving west on the little lode we have intersected one of the branches that passed through the engine-shaft a little below the shallow adit. Contiguous to the intersection it made some saleable tinstuff; this refers to the tin spoken of in my last. It is deemed advisable, however, to continue the driving until the Great Work lode is intersected, which ought to be accomplished in a fortnight.

EAST PROVIDENCE.—T. Uren, W. White, June 15: In the 70, south from Boorman's shaft, the lode is at present poor. In the 60, south from cross-cut, the lode is worth 10*l*. per fm. The 60, east of junction, on Bamfield's, is worth 10*l*. per fm. The stope in bottom of the 60, east of junction, on Bamfield's lode, is worth 20*l*. per fathom. The stope in bottom of the 60, west of cross-cut, is worth 8*l*. per fm. We are making good progress with the sinking of Wilson's shaft; it is down 5 fms. below the 50.

EAST ROSEWARNE.—J. James, June 16: There is no change to notice at Hallett's shaft; we expect shortly to meet with the shoot of ore gone down in the 75 east; the lode is 10 in. wide, worth 9*l*. per fathom. In the 75 west the lode is disordered by the slide, but is producing good ore, worth 10*l*. per fathom; we shall shortly be out of the slide, when we may calculate upon the lode being good; the stope in back of this level is worth 10*l*. per fm. In the 65, west of sump-shaft, the lode is 1 foot wide, worth 12*l*. per fm. At King's shaft the lode is 18 in. wide, worth 30*l*. per fm. The stope below the 55, east of King's shaft, is worth 13*l*. per fm.; the stopes in back of this level are worth on an average about 9*l*. per fathom.

EAST SETON.—J. Vivian, June 11: The lode has improved in the adit end east, being now 2 ft. wide, producing rich stones of tin, peach, mundic, and stones of copper ore.

EAST WHEAL ELLEN.—R. Pryor, J. Garland, T. Corfield, June 9: We have set the following bargains to-day:—The deep adit level, east of Pryor's shaft, by three men and three boys, at 4*l*. 10*s*. per fm. No. 1 stope in the back of this level, west of shaft, by four men and one boy, at 3*l*. per fm. No. 2 stope in back of ditto, by two men and two boys, at 2*l*. 15*s*. per fm.; and No. 3, in back of ditto, by two men and two boys, at 2*l*. 15*s*. per fm. All our bargains continue to be much the same as when last reported on, with the exception of the deep adit end, east of shaft, where we have broken to-day some fine stones of ore.

EAST WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, June 15: We have not taken down any lode in the engine-shaft since our last advice. We have just cut an increase of water, and we like the appearance of the ground very much better. The lode in the 65 east is from 2 to 2½ ft. wide, and producing some very good yellow ore and tin—a pretty looking lode. The lode in the 65 west is 4 ft. wide, and producing good yellow ore, mundic, &c., worth 5½ tons per fm.—a very good looking lode, and we are evidently going over a good bunch of ore. The lode in the 55 west is 2 ft. wide, and looking more promising than it ever has. All the other places are producing much the same as before.

— June 16: *Telegram:* The lode maintains its size, worth 6 tons per fm., and improving. No other change.

EAST WHEAL LOVELL.—J. Burgan, June 16: The shaft sinking below the 26 is worth 170*l*. per fm. for the length of shaft. The new shaft below the 20, on the north lode, is holed to the 26. The 20, on this lode, is still improving in going west. The back on the junction is worth over 150*l*. per fm. The shaft sinking below the 20, on the south lode, is worth 90*l*. per fm.; lode over 6 ft. wide. The 20 cross-cut south has intersected a large lode, which has not yet been cut through. The shaft, 57 fms. east, has not yet reached the deepest part of the old workings; this discovery appears to be very important. I may remark that the shaft below the 26, on the north lode, and the shaft below the 20, on the south lode, have together produced nearly 4 tons of tin in the last three weeks, realised from the shafts alone from 8 feet in depth, and for the length of the shafts.

EAST WHEAL RUSSELL.—J. Goldsworthy, June 15: There has no change taken place in any part of the mine since last reported on. A full report will be sent for the general meeting on Friday.

FURZE HILL WOOD.—W. Doidge, June 15: No. 1 North Lode: The lode in the 40 west is again disordered by a horse of killas, which has split the lode into two branches, which is not an unfrequent thing in this mine; however, their composition is very kindly, chiefly spar, peach, and mundic, and a little tin, but not to value. Judging from the appearance of these branches, I should say they will unite again very shortly, when we may expect some profitable ground, as we shall very soon be coming under the shoot of tin gone down in the 20 fm. level. The stope in back of the 40 is just the same as last reported on, worth from 6*l*. to 8*l*. per fm. The parcel of tin referred to in the last report we shall send away to-morrow, about 5 tons.

GARLIDNA UNITED.—J. Rowe, June 13: We have cut a new lode in the 20 cross-cut, north from Plomer's shaft; it is divided by a horse of granite, 4 ft. wide; each part of the lode is 18 in. wide, and contains some good work for tin. We have only just cut through the north part; we shall be able to say more about it next week; we consider it to be a kindly lode, the best looking lode we have seen in the north ground. The lode in the 20, east from Plomer's shaft, is 1 ft. wide, producing tinstuff, worth 4*l*. per fm.; this lode has improved since we began to drive on it from the cross-cut.—Cope's Lode: We are sinking a small surface shaft to meet with a rise over the 14; when this is holed we shall commence sinking below the 14, as this lode is showing favourable indications for a deeper level. We have nearly completed the flat-rods from our engine towards a new shaft. We intend to sink about 120 fms. east of our present workings: this shaft will enable us to prove our lodes in much less time than by driving levels from Cope's shaft. We are forking Wheal Dingle shaft, where we intend to give the lode which was rich in Wheal Foster a fair trial. To carry on the operations we have on hand our cost will be about 700*l*. per quarter. I am still of the opinion that we ought to give our lode a further trial.

GARREG.—Wm. Sandoe, June 15: The winze in bottom of the 20 was holed with a borer-hole to the rise last night. We have now a little ground to square down, which will take us a few days, and to clear the stuff, &c., when we shall commence stoping each end of the winze, and I hope to be able to do better than for a long time past.

GAWTON.—Geo. Rowe, June 11: We have intersected No. 2 south lode in the new

engine-shaft about 35 fms. below the surface; this lode is underlying south 2½ ft. in a fathom, and so far as cut into, 18 in., is composed of spar, capel, mundic, with spots of ore, but the north wall is not yet discovered. We purpose to continue the sinking of the shaft 2 fms. deeper previous to fixing the new 11-in. plunger-lift, 1 fm. for which the present contract is 24*l*. per fm. There is nothing new to report upon the lode at the 36. All points in that portion of the mine are progressing satisfactorily, taking into consideration the state of ventilation at this season of the year. We calculated to have both dressed and undressed about 70 tons of ore towards the next sampling.

GAWTON COPPER.—G. Rowe, June 15: During the past four months the sinking of the new engine-shaft has been continued perpendicular 13 feet long and 6 feet wide, principally worked by 12 men, and deepened 8 fms. 1 ft. 6 in., making a total depth of 35 fms. 4 ft. 6 in. below the surface. In the course of sinking the last 15 feet we have met with some hard floors of spar passing through the shaft, which has impeded our progress. At the present bottom we have cut (I think) the No. 2 south lode, which is underlying south about 2½ feet in a fathom, with a well-defined wall on the north side, and carrying a portion of easy ground for opening on its course. This lode is running parallel with the length of shaft, and is found to be 2 feet wide, composed of capel, spar, mundic, and peach, spotted with ore, showing a kindly appearance. The lode has been stoped away about 36 fathoms in the back of the 36 west, from which 212 tons 6 cwts. 2 qrs. of ore has been sold, and we calculate to have about 80 tons more preparing for the next sampling. The 36 west has been driven 4 fms. 4 ft. 4 in. on the south part of the lode; the north or orey part being standing for some 5 fathoms when last taken down was valued from 2 to 3 tons of ore per fathom. During this period of four months a considerable amount of materials and plant has been added to the stock on the mine, and all at a very moderate price, which consist of 25 fms. of 11 and 12-inch pitwork, including 11-inch plunger-lift, 10-inch main-rods, with strapping plates, pump rings, capstan, chain, &c., also a new balance-bob, with suitable connections thereto belonging, all of which we propose to fix and make complete in proper working order as soon as the present contract of sinking 2 fathoms in the shaft is accomplished; after which being done I would advise the shaft to be continued with a full pare of men to a sufficient depth to extend a cross-cut towards the lode at or about the present depth of the old workings, which we calculate to be 46 fathoms perpendicular at this point. During the summer months, or so long as the ventilation continues defective, I think it will be advisable to discontinue the principal part of the operations in the old mine upon the lode, and only continue a sufficient number of hands to have charge of the machinery in that department, and keep the workings in good repair. If this mode of operation is found to be satisfactory the returns will be of little importance (during this period), excepting the next sampling, which will be over 80 tons of copper ore. Our next requirements to complete the necessary plant for the time being is a new shears to be erected over the engine-shaft, which will probably cost about 20*l*. more, when the greater portions of expensive materials will be obtained and available on the mine for some considerable time, so that I think we may calculate to reduce the working expenditure of the mine to about 150*l*. per month.

GLASGOW CARADON.—W. Taylor, June 13: The lode in the 52 east and west has a much better appearance than for some time past, producing some good ore, and likely further to improve. The stopes are looking well, and turning out fair quantites of ore. In the cross-cut south towards the caunter we have very favourable ground, and making good progress in driving. We have sampled (computed) 170 tons of copper ore, for sale on the 30th, which I hope will fetch a tolerably good price.

GOONZION.—T. Trevillion, June 13: We have cut through the lode at the 20; the same is about 3 ft. wide, yielding a little tin, but nothing to value; we have set to drive east and west on its course, and in a little while we shall see more of its character. The lode in the 10 west is 2 ft. wide, yielding saving work. There are two stopes working in back of the 10, worth about 7*l*. or 8*l*. per fm. On No. 2 lode we are sinking or stoping the bottom under the adit; the lode is large, and yields saving work for the stamps. In the back of the adit, on No. 2 lode, the stope continues to yield good work, worth 8*l*. per fm. We hope against our next sampling to get a nice parcel of tin for market.

GREAT BRIGAN.—J. Tredinnick, June 11: The ground in Highburrow shaft, sinking below the 45, is much the same as last week; the lode produces a little ore, but not to value. The lode in the end driving west of Highburrow shaft, at the 33, is poor. The ground in the cross-cut driving south at this level is of a favourable character for copper ore. We have taken down part of the branch which we cut in the cross-cut driving north from Ennor's shaft, but it is not to value. The men are now driving the cross-cuts further north. We have fixed the whim on the shaft near the eastern boundary, put in footway, cased and divided the shaft from surface to the shallow adit, and the men are now engaged in cutting plat, putting in penthouse, &c., and hope to get in course for sinking by the middle of next week. No change in the cross-cut driving south from east boundary shaft at the deep adit level.

GREAT CARADON.—F. C. Harpur, June 15: The ground in the 60 cross-cut, driving north of the engine-shaft, is, I think, a shade softer for exploring now than it was when I last reported, being of a favourable character; this level is extended from shaft 38 fms. 1 ft. 6 in.; six men are employed in this end; present price for driving, 14*l*. per fm. During this drivage we have passed through two lodes; the first, which is from 15 to 16 fms. from shaft, is about 2 ft. wide, bearing nearly east and west, and underlying north, composed of peach, prian, mundic, and quartz, with spots of yellow copper ore; the other is about 30 fms. from shaft, and is parallel with the first, also underlying north. There is a very large, strong, and healthy looking lode, rather over 6 ft. wide, composed of quartz, peach, iron, mundic, &c., intermixed with stones of yellow copper ore, and letting out a quantity of water. It is our intention to still continue the driving of this cross-cut north towards the boundary, as there is not the least doubt, from the relative position of this mine with the Caradons, being direct east, but that other lodes of importance will be intersected by the driving of this cross-cut. In the 60 cross-cut, south of engine-shaft, the ground is moderately favourable for progress, carrying branches composed of quartz, mixed with mundic and spots of lead and copper ore; this level is extended 36 fms. 1 ft. from shaft, by four men—present price for driving 8*l*. per fm. The engine and shaft work are all in excellent working order; since, however, we cut the last lode in the north cross-cut the water has greatly increased.

GREAT LAXEY.—R. Rowe, June 14: We have cut the east lode in the 210 north near to the Welsh shaft, where it is fully as good as we looked for, being 2 feet wide, and worth about 20*l*. per fathom. The best ground on this lode lies altogether ahead, and to the north of this. The 200 end, driving north, is not so good at present. The lode is smaller, and appears to be encountering one of those "nips" so usual to the vein, but which are often followed by a sudden widening and increased richness of the lode. The 180 end is worth about 40*l*. per fathom. In the 165 end the lode has increased in size, now 3 ft. wide, but not yet of much value. The stopes in the roof of this level are still looking well, and worth 200*l*. per fathom. The 155 ends, driving on the east lode, are worth to the north 60*l*. and to the south 80*l*. per fathom. The north end, in the 145, is worth 90*l*. per fathom and the south 40*l*. In the 130 the cross-cut is driven 3½ fathoms, and from appearances we are near the lode. The lode in the 110, driving north, never looked better, being about 4 ft. wide, and worth 220*l*. per fathom, and the stopes in the roof keep up their value, and are worth fully 200*l*. per fm. The new lode, driving back south at this level, is smaller than last reported, but still good for jack. There is, however, an appearance of a change, and to-day we have cut a feed of water in the end, which is not a bad omen. At Dumbell's the men are engaged in timbering and lining the sump down to the 70, and in a few days will be in a position to open out a new level north and south on a large and productive lode. In stoping the roof of the 45 we have an improvement, the lode being now worth from 40*l*. to 50*l*. per fathom. In resuming the sinking of the Agnesh shaft, we are pleased to find much less water than expected. This shaft going down into new ground is likely to turn out an important operation in favour of the future value of the mines, and the prospects, by means of the 110 now leading directly to it, are already sufficiently assuring to satisfy any one as to the ultimate result.—The South Ground: In the 190 end, driving south, there is yet no change. The 165 end has reached the copper ground, and is now producing saving work. The new 155, opening out from the sump south, is worth 60*l*. per fathom for lead and copper. The lode in the 145, driving south, is small and poor, being, I am almost satisfied, driven for some distance on the eastern branch or split, and the main lode yet standing off on the west side. The 130 continues to open out good copper ground, and the stopes in the roof, together with those on the sole of the 120, are producing much as for some time past. The rise in the roof of the 100, towards the corner shaft, has a lode in it 9 feet wide, all saving work for copper. The stopes below the 60, north of the copper ground, have much improved for jack and lead, and are worth 70*l*. per fathom. This is important, as the ground is whole down to the 100. Altogether, I never saw the mines look so well.

GREAT NORTH DOWNS.—J. W. Crase, M. Jenkin, June 11: There is no change in Vivian's engine-shaft for the week; ground still hard; these remarks will also apply to the 57 cross-cut, driving south of this shaft. The lode in the 57, driving west of engine-shaft, is 4 ft. wide, worth 10*l*. per fm. The lode in the 57, driving east of Jenkin's shaft, is 2 ft. wide, yielding saving work, and improving. The lode in Jenkin's shaft, sinking below the 57, is 2 ft. wide, producing stones of copper ore, but not sufficient to value. Pendarve's lode, in Rule's shaft, sinking below the 40, has declined in value since our last report; it is now 4 ft. wide, composed of soft quartz, killas, and spotted with copper ore; from its present appearance we believe the falling off is only temporary. The lode in Sieggan's shaft continues to improve in appearance and value as we sink. The lode in River shaft is looking well; the part that is being carried, 4 ft. wide, for length of shaft, 9 ft., is worth 45*l*. per fm., and improving as we sink. The lode in the 57, driving west of River shaft, is unproductive. No change in the 50 fathom level cross-cut north.

GREAT RETALLACK.—Wm. H. Reynolds, June 14: The ground in the adit continues favourable for driving, but we have not yet met with another lode.

GREAT SOUTH CHIVERTON.—J. George, June 16: We have been costeaning the sett in different places, and further opening on the backs of some of the lodes then discovered; the lodes are well defined and very promising; judging from the appearance of the backs of the lodes, the stratum being so congenial for lead, and their coming into contact with elvans and intersections by cross lodes, there can be but little doubt that at a fair depth they will be found to be productive of lead ores. The adit is being driven in two places; we have another shaft sunk on it, from which we hope to communicate this week. Our driving is about 30 fathoms per month, besides sinking the shaft.

GREAT SOUTH TOLGUS.—J. Daw, June 15: Friday last was our setting-day:—In the 166 west the lode is 1 ft. wide, unproductive; driving by three men and three boys, at 4*l*. per fm. In the 154 cross-cut we have cut the south part of the lode; it is 15 in. wide, producing 1¼ ton of copper ore, or worth 10*l*. per fm. In the 154 west the lode is 2½ ft. wide, worth 12*l*. per fm. for tin; driving by four men, at 4*l*. 10s. per fm. In the 140 east the lode is 1 ft. wide, producing stones of copper ore; driving by four men, at 3*l*. 10s. per fm. In the 40 west the lode is 1 ft. wide, unproductive; driving by four men, at 4*l*. 10s. per fm. In the 125 west the lode is 1½ ft. wide, worth 6*l*. per fm. for copper ore; driving by four men, at 4*l*. 10s. per fm. In the winze sinking below the 125, on tin lode, the lode is 3 ft. wide, worth 6*l*. per fm. for tin; sinking by two men, at 6*l*. per fm. In the 112 cross-cut north we have not yet intersected the north lode; driving by six men, at 5*l*. per fm. In the 90 east, on the north lode, the lode is 1 foot wide, producing occasional stones of ore; driving by two men, at 5*l*. per fm. In the stopes in back of the 154, west of winze, the lode is 4 ft. wide, worth 16*l*. per fathom; stoping by four men, at 4*l*. per fm. In the stopes in back of the 154, east of winze, the lode is 5 ft. wide, worth 20*l*. per fm.; stoping by four men, at 3*l*. 10s. per fm. In the stopes in back of the 140 the lode is 3 ft. wide, worth 12*l*. per fm. for tin; stoping by four men, at 4*l*. per fm.

GREAT WHEAL BUSY.—J. Edwards, J. Petherick, W. Trelease, June 11: There is no change to notice in Harvey's engine-shaft during the past week. The lode in the 140, driving east of said shaft, is 2½ ft. wide, producing a little tin and copper ore. The men belonging to the 140 west are now engaged cutting a plat at Fielding's shaft in this level. The lode in this shaft, sinking below the 130, is about 2 ft. wide, producing good stones of copper and tin ore. The lode in Offord's shaft, sinking below the 130, is at present disordered by a cross-course, but no doubt by sinking about 6 or 8 ft. more the lode will resume its usual size and value. The lode in the 130, driving east of said shaft, is 15 inches wide, worth from 8*l*. to 10*l*. per fathom for tin and copper ore. The lode in the 130, driving west of Fielding's shaft, is producing good stones of copper and a little tin. The lode in No. 1 stope, in the back of the 130, east of Offord's shaft, is worth from 8*l*. to 10*l*. per fathom for tin and copper ore. No. 2 stope, east of ditto, is worth 25*l*. per fathom. We have resumed the sinking of Mathew's shaft below the 110 fm. level. The lode in the 110, driving east of said shaft, is unproductive. The lode in the 70, driving east of Mathew's shaft, is worth 12*l*. per fathom. The stope in the back of this level is worth about 6*l*. per fathom.

GRYLLS WHEAL FLORENCE.—E. Rogers, Edmund Rogers, June 14: The engine-shaft is enlarged 5 fms. 3 ft. below the 30 from surface, and is progressing as fast as possible by eight men. In the cross-cut at the deep adit there is no alteration worthy of notice; the ground is composed of killas and spar, with spots of copper ore. At surface the walls of the engine-house are up to the required height, and the masons are now engaged putting up the brickwork of the stack, and the carpenters are busily employed preparing the woodwork for the roof.

GWYDYR PARK.—Wm. Smyth, June 15: In the gossan end we have cut what I think is the north-east and west lode; it is running about 10° south of west, and about 1 ft. wide, composed of spar, blende, &c., with spots of lead ore. We are still desuing the lode in Gwydyr stopes. The lead ore is at Trefriew Quay, and I have written to Messrs. Jenkins Brothers to that effect.

HALLENBEAGLE.—J. Edwards, E. Richards, June 11: The eastern shaftmen are now engaged cutting plat at the 36, on the south lode. We have not been able to clear the bottoms east of said shaft during the past week in consequence of water. We are clearing the old engine-shaft below the 14 as fast as possible. All other operations are progressing satisfactorily.

HAWKMOOR.—J. Richards, June 14: No. 3 lode in the adit level, driving west, is about 1½ ft. wide, composed of capel, quartz, and mundic. The lode in the stopes in the back of this level is from 2 to 3 feet wide, composed of capel, peach, mundic, and good work for tin ore.

HINGSTON DOWN CONSOLS.—T. Richards, June 15: Bailey's engine-shaft, sinking below the 110, is worth for the length of shaft 60*l*. per fm.; the ground is very favourable for sinking. The 110 west has improved, now worth 40*l*. per fm. There is no alteration in other part of the mines.

KELLY BRAY.—Geo. Rowe, June 15: The lode in the 70, east from engine-shaft, is looking much better in character, and producing very strong mundic, with hard capel, and occasional good stones of yellow copper ore, having just passed through a small cross-course, which I think is likely to influence the lode, from which better results at this point may be expected. The lode in the stopes in bottom of the 25, east from western shaft, has improved, worth 2 tons of ore per fm., or 7*l*.

LADY BERTHA.—Capts. Harpur and Metherell, June 13: We have no change to inform you of in the appearance of the bottom levels. In the 41 east the lode is looking a shade better, having broken some good stones of ore from the lode during the past day or two. We have just made a communication with the winze below the bottom of 41 west and the rise above the 53. All other points of operation are the same as when last reported.

LANIVET.—J. Tregay, June 11: Vance's Lode: The lode in Oulton's shaft is 5 feet wide, producing good stones of tin, and very promising for a further improvement.—Purser's Shaft: We are down to water. I have put these men to help to get on with the rod and pitwork in Petrie's engine-shaft; it will be got on with as fast as possible. The bob is up and in its place.—Douglas Shaft: We are down to water.

LEAWOOD.—J. Nicholls, June 11: The adit is cleared 140 fms., and we hope to have secured the worst part of it in a fortnight from this time. The masons are getting on well; the engine-house is up 20 ft. All other work on the mine is going on satisfactorily. I have a letter from the engineer this post; he states that Messrs. Harvey and Company are getting on well with the engine.

MAUDLIN.—J. Tregay, June 11: Old Mine: The lode in the 70 west end is composed of mundic and stones of copper ore.—West Mine: We have fixed the bearers, cistern, and lift at the 10, and the engine is working very well; we shall commence sinking the shaft on Monday.—Coombe: The ground is favourable for driving.

MERLLYN.—W. Sandoe, June 15: In the 20 north the lode at present is rather poor, producing but a small quantity of lead. The stopes in back of this level are looking better, and producing a large quantity of fair dressing work for the washing-floors; also the end going west on the new lode is looking pretty well; we broke some good lead from this point to-day, and it is likely to open out well. The lode in the winze sinking below the 20, at Victoria shaft, is 1½ foot wide, very regular, producing a little lead, and looks most promising for the future. The sinking of the new surface shaft, which was suspended during the past month or two, is resumed, and we hope to reach the rock in a few days. We have commenced drawing the water out of the whim-shaft, and hope to resume working in the bottom levels in a few days.

MINERA UNION.—W. T. Harris, June 16: Brabner's Shaft: The 80 yard level, driving north on the footwall side of the lode, is producing occasionally stones of lead, and very promising for an improvement. The level driving on the hanging side of the lode has reached the tumblers. I have, therefore, set the men to cross-cut more into the hanging side of the lode; the ground is very favourable for progress, and yielding good stones of lead. The stope in the south end of No. 2 winze is worth 1 ton of lead per fm. The stope in bottom of the 80 yard level is worth 1½ ton of lead per fm.—Williams's Shaft: The lode in the 40 yard level south is worth 10 cwts. of lead per fm.

MOLLAND.—T. Bennetts, June 15: The lode in the 62 east is 2 feet wide, composed principally of quartz, decomposed spar, and iron, with stones of grey ore occasionally. In the rise in the back of this level we have a very strong, hard, masterly lode, 6 feet wide, producing ½ ton of grey ore per fathom. The stopes in the back of the 42 east are producing 1½ ton of ore per fathom. The stopes in the back of the north part of the lode in the 32 east are producing 1¼ ton of ore per fathom; the ore, however, both here and in the 42 east, being thinly dispersed throughout a large lode, is, after much careful dressing, of low quality.

NANGILES.—Jas. Rowe, June 15: The engine-shaft is sinking with good speed by 16 men; it is down 8 fms. 4 ft. below the 96; the lode is standing south of the shaft for 10 ft. high; where we left it it is worth 35*l*. per fm. We shall not take down any more lode in the shaft before we get to the 106. We have good strings of copper in the country, which we consider to be a favourable indication. The 96 is driven as far west as the Bread and Cheese winze. The men are now driving a cross-cut north to intersect the lode the winze is sunk on below the 86. We expect in driving 3 fms. we shall intersect the lode, and at the same time let down the water which is in the winze. The stope in bottom of the 96, east of shaft, is worth 30*l*. per fm. The stopes over the 96 are not so good, worth 8*l*. per fm. The tin stopes at the 56 are worth 20*l*. per fm. Our copper and tin tributers are making good wages, at an average tribute of 11s. in 1*l*. We have set the adit to drive east on the tin lode, to two men, at 4*l*. per fm.: lode worth 5*l*. per fathom; this level will go under very extensive surface workings, with good prospects of opening up paying tin ground.

NANTEOS.—R. Williams, June 15: We have bored a hole through from the shaft to the rise in the adit; we have now 3 ft. more to complete the communication, when I propose sinking below the adit level, to prove the lode at greater depth, which will be commenced in a few days. In the adit level east I have placed the men to open the ground south beyond the disordered point, to see if the lode be there, which I am induced to think is to the south of us, and which we will soon prove.

NANT-Y-IAGO.—James Roach, June 14: This week we have been able to drive a little in the 20 west. The lode here is improving fast, and producing 12 to 15 cwts. of ore per fm., and about 25 cwts. of blende. The other points of operation are without change. The 30 is still full of water, but I hope to get it drained in a few days.

NEW CORNISH.—(*Special Report*)—F.C. Harpur, June 14: These mines are situated in the parish of Calstock, on the Cornwall side of the River Tamar, a short distance west of the Great Devon Consols Mines. Two engine-shafts have been sunk about 200 fms. apart. The easternmost, or the one nearest the river, is 84 fms. deep. At the 70 a cross-cut has been driven out north about 6 fms., and the lode intersected and driven on west about 20 fms., which is about 6 ft. wide, underlying north, composed of quartz, mundic, capel, and yellow copper ore, and worth, I should say, quite 7 tons of the latter, or 25*l*. per fm. At the 84, or bottom level, they are now driving a cross-cut from shaft for the purpose of intersecting the lode at that level, which they expect to do in about two months from this date, a point of no small importance. The pitwork in this shaft is in good working order, 13-in. plunger-lifts, which is being worked by flat-rods from the engine. The western engine-shaft is sunk to the 60, where they have driven on the course of the lode east about 50 fms.; throughout this drivage the lode has been poor. In the 40 east, which is several fathoms in advance of the 60, a shoot of ore has been passed through about 22 fms. long, and about 4 ft. wide, worth on an average 5 tons, or 20*l*. per fm. The lode in the end is just now poor; the ground in this place is favourable for driving, and of a congenial character. A winze has been sunk from this level to the 60 through a very good lode, varying in value in places from 20*l*. to 25*l*. per fm. There is also a rise put up above the back of this level (40) to the 20; here the lode in places is worth from 12*l*. to 15*l*. per fm. The lode in the 20 east is small, producing a little black and yellow ore, worth from 1 ton to 1½ ton per fm. From the foregoing remarks you will observe that there is a quantity of ore ground laid open in this part of the mine, and as soon as the 24-in. cylinder-engine, now in course of erection, is completed, which it is expected will be about a month, it is intended to commence stoping, and sending the ore to market. This engine is being erected between the two shafts, for the purpose of drawing all the stuff and crushing the ore. I would remark, in conclusion, that looking at the strong healthy appearance of the lode in this mine there is a fair chance of ultimate success, particularly in the eastern part.

NEW CROW HILL.—Capt. Trelease, June 14: In the 55 east the lode is not quite so wide, but very wet, producing good stones of lead ore, but without a regular leader for the present, though a strong and kindly lode. We shall commence sinking a winze in bottom of this level some time this week, if the water will permit. In No. 2 stope, in back of the 55, the lode is worth 3 cwts. per fm. In No, 3 stope, in back of the 55, the lode is worth 6 cwts. per fathom. In No. 4 stope, in back of the 55 fathom level, the lode is worth 15 cwts. per fm. We have set 170 fms. of leat to cut for the water-wheel to be erected at Louisa shaft, at 2s. 6d. per fm. We are shipping 80 tons of mundic for Swansea, and the 30 tons of blende as soon as we can get a vessel.

NEW TRELEIGH.—Samuel Michell, June 16: The lode in the 80, west of Good Fortune shaft, is looking a shade better than for some time past. The 70, west of Symons's shaft, is not yielding so much ore as it did last week. The winze sinking below the 50 is worth 7*l*. per fm.—Carr's Engine-shaft: The 90 west is very much improved for ore, and the 80, west of this shaft, is looking better. The 70, west of the cross-course, is producing a good deal more ore. This is a very important feature, having whole ground before us for so long a distance.—Western Mine: We have cleared up and secured a shaft 4 fms. deep, which is the bottom of the old men's adit or lobby; but, finding this level not thoroughly drained to the bottom, consequently we were necessitated to go back to the tail of the lobby, and clear it, which will be completed in the course of two or three days. At the bottom of the shaft before-mentioned is a level driven on the course of the lode nearly 40 fms. in length and nearly two-thirds of the distance the lode is taken away in the back for copper ore, apparently. This work was done without the aid of machinery, and for this reason we may calculate but little has been done below the level, as I should consider the water too much to be kept by manual labour. Portions of the lode that we find standing in the old workings are composed of gossan, quartz, and copper, a very likely lode for the yield of copper ore when wrought on at a deeper point.

NEW EAST RUSSELL.—J. Gifford, June 14: In the deep adit west the south part of the lode which we are carrying is 2½ ft. wide, with a branch on the south wall yielding ⅛ ton of copper ore per fathom; driving at 5*l*. per fm.

NEW PEMBROKE.—F. Puckey, John Puckey, June 13: The engine-shaft is sunk 5½ fms. below the 45; the ground in the shaft is still good for sinking. In the 45, east of shaft, on the north lode, the lode is 1½ ft. wide, but at present disordered in consequence of a branch crossing it; the water is issuing freely from the lode, and the lode looking kindly for improvement. In the same level west the lode has made a splice, but is again opening, and is now 2 ft. wide, composed of quartz, prian, and peach—a very kindly lode, but at present unproductive. In the 45 cross-cut south there is no change to notice, being in a good mineralised stratum of ground, and easy for exploring. We expect to communicate the new shaft with the 30 this month, which will then give good ventilation for working the mine.

NEW ROSEWARNE.—E. George, W. Mitchell, June 15: The 74 is driven west of Phillips's shaft 40 fms.; lode 1 ft. wide, producing a little tin, and occasional stones of copper ore. The 74 is driven east of Bickford's shaft 7 fms.; lode 2 ft. wide, producing a little tin and copper, but not to value; the same level west is driven 3½ fms. from shaft; lode 6 ft. wide, worth 8*l*. per fathom. The 67 is driven west of Bickford's shaft 23 fathoms; lode 2 ft. wide, worth 8*l*. per fm. The 67 is driven east of Bickford's shaft 22 fms.; lode 1 ft. wide, and unproductive. The stope in back of the 67, west of Bickford's, is worth 10*l*. per fm. The stope in bottom of the same level east is worth 10*l*. per fathom. We have holed the winze sinking under the 46, west of Bickford's shaft, and shall resume the driving of the 46 and 58 fm. level ends at once.

NEW WHEAL MARTHA.—H. Rickard, G. Rickard, June 9: The engine-shaft is now down 12 fms. 1 ft. below the 74, by the side of the lode; the killas is of the most favourable description for the production of mineral. We intend sinking to the required depth of 15 fms. for trip-plat, fork, &c., which we hope to accomplish in about six weeks from this time. The lode in the 74 west being the whole width of the end, and more lode standing to the north, which is not taken down, producing arsenical mundic, with small portions of soft, friable spar, and a little copper ore—a very promising lode. In the same level east the lode is composed principally of fluor-spar and mundic, with stones of copper ore, but not to value. The stope in bottom of the 52, both east and west from No. 1 winze, is worth on an average 20*l*. per fm. for copper ore. We have resumed driving the 20 west from Thomas's shaft, the lode being at present disordered by the cross-course, there being a good orey lode about 8 fms. in advance of this end, gone down in bottom of the 10, for 12 fms. in length, worth on an average 25*l*. per fm.; therefore, we anticipate good results as the end gets off from the influence of the cross-course. The tribute department remains without any material alteration. On the whole, we consider the prospects of the mine to be very encouraging for future development.

NEW WHEAL ROSE.—J. Middleton, J. Hammilley, June 16: During the past week we have cut through the lead-bearing ground, and believe it to be droppers into the north and south lode. We have now commenced driving on the branch to the west, from which we have broken good stones of lead. The more we see of the channel of ground in driving through it, the greater is our opinion that when we get deeper we shall have a very productive lode. Within the last week we have forked out the winze in the bottom of the adit level, south of hauling shaft, and we find the lode to improve as we go down.

NORTH BASSET.—Geo. Davey, June 15: Main Lode: In Grace's shaft the lode is 3½ ft. wide, composed of spar, prian, gossan, and tin, worth 6*l*. per fathom. In the 112, east of Grace's shaft, the lode is 1 ft. wide, chiefly composed of gossan, and containing a little tin. In the 112 east the south part of the lode is 1 ft. wide, producing stones of copper and tin ores, but not enough to value. In the 112, west of Grace's shaft, the lode is 2 ft. wide, worth 3*l*. per fathom for tin. In the winze under the 102 the lode is 3 ft. wide, worth 3*l*. per fathom for tin. In the 92 west the lode is worth 7*l*. per fathom for tin.—South Lode: In the 102 west the lode is 4 feet wide, composed of spar, gossan, and tin—saving work for the stamps. In the winze under the 102 the lode is 3½ feet wide, worth 5*l*. per fathom for tin.

NORTH BULLER.—R. Pryor, H. Harvey, June 11: The lode in the 100, east of engine-shaft, is 4 ft. wide, producing good stones of ore. The ground in the 100 cross-cut, south of shaft, continues to be much the same, and still letting out a quantity of water, which is strongly mineralised. The lode in the winze sinking below the 78 is 2 ft. wide, composed of mundic, peach, and spar, with good stones of copper ore, of a most promising character. The lode in the 80, west of cross-course, on King's north lode, is 18 in. wide, composed of mundic, peach, prian, and spar, with a little ore intermixed, and letting out a little more water than usual, which we consider a favourable indication.

NORTH CHIVERTON.—J. Hampton, June 15: There is no alteration to notice at the new engine-shaft since last week; the ground is exceedingly good and promising, and mineralised to a very high degree. Since writing you last I have discovered that Shepherd's lode is standing entirely in whole ground, to the south of all the former working. The shallow adit went through this lode, and there is lead in it at that place, and the southernmost shaft cut it, I find, about 7 fms. below surface, but no notice was taken of it, being so near the surface. I will only say now that in a few days after the engine goes to work we shall be able to commence a cross-cut, and intersect this lode 30 fms. deep in three weeks afterwards; and as the next parallel lode to it, a few fathoms off, is good, there is every chance of making a very important discovery. The main piece of rod was attached to the engine to-day. Both balance-bobs are fixed, and the various connections will be rapidly made.

NORTH CROFTY.—J. Vivian, June 11: Tin Department: In the 183 east the lode is principally flookan. In the 183 west the lode is 5 ft. wide, tinny throughout. Petherick's shaft is now down 5 fms. under the 170, and we hope to communicate with the 183 in about two months. In the 170 east we have commenced to rise against the winze under the 160; the lode in each place is worth 30*l*. per fm. In the 170 west the lode is principally flookan. In the 160 east the lode is worth 35*l*. per fm. The stopes above ditto are worth 25*l*. per fm. In the 150 east the lode is small. The stopes above the 150 are each worth 15*l*. per fm. In the 130 and 120 east the lode in each is regular, and occasionally producing stones of tin and copper ore. We sold yesterday rather over 10 tons of tin, at 64*l*. 10s. per ton.—Copper Department: The 60, west of Petherick's shaft, will turn out 4 tons of copper ore, or 30*l*. per fathom. The stopes above will produce 3 tons, or 22*l*. per fathom.

NORTH DEVON.—J. Blamey, June 14: Caunter Lode: Since the discovery of this lode in the 10 fm. level, as reported last Friday, we have driven upon it a few feet, and as far as seen it is 2 ft. wide, nearly solid ore.

— June 15: The caunter lode has been opened on about 5 ft.; the ore in bottom of the level is full 2 ft. wide, and it appears to rise in the level as we drive on it. In the adit cross-cut north we have driven about 4 ft., and cut a branch of lead and spar 4 in. wide. The stope in back of the 20 looks better sometimes than others, but still producing about 2 tons per fm., the same as for many weeks past. The winze below the 20 is still a good lode, though not quite so good as last reported. The 30 is without alteration.

NORTH DOWNS.—Francis Pryor, John Grenfell, June 9: The cross-cut in the 85, at King's shaft, is progressing satisfactorily, but we have not yet cut the lode; the ground is, however, getting wetter, and the character of it is very congenial for mineral. In the 60, west of this shaft, on the south part of the lode, we have lately met with some cross branches, which have disordered the lode, but it is again forming itself regular, and producing saving work. The 50 is extended 2 fathoms east of cross-cut, on the new lode, and the lode taken down, which is 1 foot wide, and worth 7*l*. per fathom, with a very promising appearance. There is no change to notice in any other part of the mine since last report. Our ore sold on May 26 weighed 126 tons 1 cwt. 2 qrs., realising 678*l*. 17s. 8d.

NORTH LAXEY.—John Horsley, June 14: The water in the shaft is going down a little every day. The last four days we have had a little rain, and the wheel is going a little quicker. We have about 3 fms. 3 ft. of water in the shaft yet. I expect we shall be able to get into the 60 end after this week, at the rate the wheel is going at present. We are going on with the surface work as quick as possible.

NORTH MINERA.—J. Dunkin, June 15: On Saturday last, being our setting-day, the following bargains were re-let:—A cross-cut north from the eastern shaft, in the 40, to nine men, at 12*l*. per fm.; after driving this cross-cut about 9 feet, I propose to divide and case the shaft down from the 25 to the 40, so as to bring down the whimkibble, by which means we shall be able to drive this level much cheaper, as we have now to draw the stuff 15 fms. by manual labour. A winze to sink under the 15, west of eastern shaft, to six men, at 9*l*. 10s. per fm.; the lode in the winze is a little disordered at present, and producing some good stones of lead ore.

NORTH POOL.—J. S. Phillips, J. Pope, June 13: The engine-shaft is being sunk by nine men and horse-power for water and stuff, with great facility, and is now 2½ fms. under the adit level of 23 fms. This level is being extended west on No. 1 north lode, which is large and promising, and south-east towards that of the old mine and south lodes. In the present end we have a large spar course crossing the level, which we are not yet sufficiently through to ascertain its merits, or if a lode is beyond. The engineers are elevating the main beam to position, and fixing the two boilers within the distance, that the masons may build the house. The masons are completing balance beam stand, stonework for stack and cistern walls. The main pumping-rods are fixed at the Ballarat shaft, complete from balance-beam to plunger pole, 34 fms. from surface. Carpenters, pitmen, smiths, and assistants are busily engaged about the various mechanical requirements for engine, and the attachments for pumping from the engine and Ballarat shafts. Surfacemen are cutting roadway for horizontal rods, attending on engineers, and winching the heavy weights when required by our artizans.

NORTH ROSEWARNE.—J. S. Phillips, John Tyacke, June 13: The deep adit levels are being driven at the month's prices, with rapid progress. That on No. 3 lode is entering a horse of mixed killas, which divided the lode into two branches, composed of iron, gossanised quartz, prian, and mundic, sufficiently porous to release much water from the great cross-course some few fathoms in advance of this end. The engine adit that has been driven westward to this cross-course is now being driven north thereon, at 85s. per fathom, and thus far the level is sufficiently secure without timber, and by keeping the stratum on the one side of the level, the lodes standing between this and the engine lode will be intersected, and exposed at this depth.

PEDN-AN-DREA UNITED.—Wm. Tregay, T. Delbridge, June 11: The lode in bottom of the sump-shaft will produce good stones of tin. The 130 east end is poor. The 120 east winze is worth 50*l*. per fm. The 110 west end is worth 5*l*. per fathom. The 110 west winze is worth 6*l*. per fm. In the 100 east end the lode is producing stones of tin. The 100 west end is worth 5*l*. per fm. The 90 west end, on Martin's lode, is producing 5*l*. worth of tin per fathom. The 90 west rise, on Martin's lode, is worth 7*l*. per fathom. The 90 west, on engine lode, is producing stones of tin. The lode in the bottom of Cobbler's shaft is worth 8*l*. per fathom. In the 90 east end the lode is worth 10*l*. per fm. The 68 east is worth 3*l*. per fm. The 68 west is worth 12*l*. per fm. We had a breakage of the main shaft of the stamping-engine on Tuesday evening last, which has been repaired, and the stamps ready to work again.

PENHALLS.—W. Higgins, J. Nance, June 11: The appearance connected with the engine-shaft is much as when last reported. The 50 cross-cut, south of ditto, is being still continued as the branches before referred to remain in the end, and are yielding a little tin; the lode at this level, driving east of cross-cut, is 2 ft. wide, worth 7*l*. per fathom. Within the past few days the ground in the 40 cross-cut, south of this shaft, has changed to a capelly and sparry nature; this, with the immense quantity of water that is given out, inclines us to think it will not be long before the lode is intersected.—Flat-rod Shaft East, North Lode: The lode in the 30, driving east of cross-cut, has slightly improved, now worth 9*l*. per fm. The slide on which we are driving at the 20, west of cross-cut, has taken a more south-westerly course, which will add to the distance of the heave. In the stopes in the back of this level the lode is 20 in. wide, and worth 8*l*. per fm. The lode in stopes in back of the 20 west, north of heave, is 3 ft. wide, worth 15*l*. per fathom. In the stopes in back of the 20 west, south of gossan, the lode is 18 in. wide, worth also 15*l*. per fm.; this level, driving east, is worth 9*l*. per fm.

PENTRE LYGAN.—F. Evans, June 15: We are pushing on the cross-cut towards the main lodes as fast as we can, though the chert is hard to drive through.

POLHIGEY MOOR.—S. Bennetts, June 15: We have not as yet cut through the lode at the 30 beyond the shaft, but intend to do so in the course of a few days. The granite on the side of the lode westward is getting easier for driving eastward; it is much the same, price 5*l*. per fm. In the 20 west the lode is 2 ft. wide, worth about 5*l*. per fm.; the flookan which has hitherto accompanied the lode seems here to have separated from it; whether the separation is only temporary remains to be proved, but from the fact of its carrying no tin part along with it, it looks like a permanent separation in that direction. We estimate about 2 fms. further to drive to intersect the east and west lode at the 20, west of shaft; price for driving 6*l*. per fm.

PRINCE OF WALES.—Wm. Gifford, J. Gifford, June 14: When we commenced operations the deep adit, or 42, on Good Luck lode, had been driven 35 fathoms east of shaft, we have now driven it 38 fathoms further, making altogether 73 fathoms from the shaft; about 11 fathoms behind the present end we met the cross-course seen in the 28, which hove the lode a few feet north; here we have a little tin and stones of copper ore, but not enough to value. In the present end the lode is small and poor; but as it often varies in size I do not notice this; we are pushing on this end towards a large cross-course, which is about 35 fathoms further eastward, and in that direction I anticipate good results. Watson's shaft is now down 26 fathoms towards the Drake Walls lode; we expect to have this lode in the shaft at 3 fathoms further sinking. I am glad to say the ground has changed for the better in the last 4 fathoms, and now the shaft is being sunk in a channel of ground very congenial for tin, and similar to the ground about the best courses of tin found in the adjoining mine of Drake Walls. Looking at the favourable country and dry weather, I would recommend this shaft being put down to the 30; we shall then be from 15 to 18 fathoms under the old workings, which are very extensive, both east and west, on the backs, and here I think we might reasonably expect a good lode. A cross-cut adit has been driven north to this shaft 82 fms., which takes off all the water to a depth of 14 fathoms; this was necessary, as we could not continue our shaft for water from the old workings; if we had not been interrupted we should have cut the lode at the shaft some time since. We have costeaned south from the north boundary to within 30 fathoms of the Drake Walls lodes, and have intersected two lodes. No. 1 north lode is from 1½ to 2 feet wide, composed of capel, peach, and quartz. No. 2 lode is full 4 ft wide, composed of fine rocks of gossan, capel, and quartz, with a little mundic intermixed; this lode I believe to be the lode recently discovered and worked upon at Wheal Florence; here I would recommend a shaft to be sunk a few fathoms to prove the lode at a deeper point, but it would increase our cost, and we leave this for your decision.

REDMOOR.—T. Taylor, June 15: I hope to finish the masonry of the engine-house next week. We are pushing on everything as fast as possible.

ROARING WATER.—Capt. Thomas, June 14: Gilliman's engine-shaft is 17 fathoms 6 in. below surface, and I expect in another month we shall very nearly, if not quite, reach the 20; there is no change in the ground since last week. I expect the end driving east from caunter adit level, towards Gilliman's shaft, will be holed in the course of a week or ten days. We have set this end to drive at 4*l*. per fm., to four men. When this work is accomplished it will give a sufficient current of air to carry down the shaft to a considerable depth. In the end driving south from Grady's shaft the ground is greatly disordered, being composed of flookan, friable spar, peach or chloride, grey elvan,

and spots of yellow copper ore; there is also a good deal of water coming out of the end. I look forward for a change very shortly. I have been advised of the chain and pulleys for Grady's whim being forwarded to Cork, and I expect them here this week; and, in that case, the whim will be set to work next week. I hope to have a vessel here in a few days to take the ore to Swansea.

RIALTON EAST WHEAL ROSE (St. Columb Minor.)—H. Hill, June 14: We have been busily engaged this last fortnight in bringing up the open cutting to drain the surface water, and am proud to say that we have cut the Mill, or Middleton's lode, further south; it is a very strong lode, from 2 to 3 ft. wide, and has every appearance of making large deposits of silver-lead ore at a very shallow depth; and all now wanted is to sink a shaft and to erect the necessary machinery to further develope this property; and, if this object is accomplished at a moderate depth, and with a fair capital, there is not the slightest doubt but that the Rialton East Wheal Rose will prove to be a good and lasting mine.

ROSEWARNE CONSOLS.—T. Uren, J. Berryman, June 15. During the past month Ellen's shaft has been sunk 2 fathoms 1 ft. 6 in., and is now sinking by eight men, at 15l. 10s. per fm.; the lode is 3 ft. wide, nothing to value. The 70, east of Ellen's, has been driven 1 fm. 2 feet, and is being driven by two men, at 40s. per fm.; the lode is poor at present. The 60, east of Ellen's, has been driven 3 fms., now driving by two men, at 40s. per fm.; in this end the lode is improved, now worth 8l. per fm. The 50, east of Ellen's, has been driven 6 fms. 3 ft., now driving by six men, at 65s. per fm.; lode worth 30l. per fathom. The 40, west from flat-rod shaft, on the caunter, has been driven 2 fms. 5 ft., now driving by two men, at 40s. per fm., lode poor. We have nine pitches working on tribute, by 28 men, at an average of 7s. in 1l.

SORTRIDGE CONSOLS.—R. Jackson, June 16: In the 86 cross-cut north, east of the engine-shaft, the ground is not so easy for driving; I think it will change soon. In Mayne's cross-cut, driving south in the 50, the ground is favourable for driving, and good progress has been made. In the 40, east of John's cross-cut, on No. 1 south lode, the lode is 2½ ft. wide, composed of spar, prian, gossan, and spots of ore, and looking very promising. In the 30, west of Lawery's cross-cut, on No. 1 south lode, the lode is 3 ft. wide, composed of spar, capel, gossan, and spots of ore. The pitches are looking well. No change to notice in any other part of the mine.

SOUTH CARADON WHEAL HOOPER.—W. C. Cock, June 11: The ground in the 50 cross-cut south has improved for progress; I have re-set the end at 55s. per fm. I hope to have the water in fork in the 90 by this day week, and to have the plat at the 84 finished by that time. We shall then be in a position to drive on the new lode, and I would advise it being done.

SOUTH DARREN.—J. Boundy, March 15: The lode in the 50 west is 20 in. wide, containing a little lead and copper, but not enough to value; this end is being pushed on by six men. Since my last report we have taken down the lode in the 40 west; it is 2½ ft. wide, worth for lead and copper 20l. per fathom, and likely for further improvement. The lode in the 30 west is all the width of the end, worth for lead and copper full 35l. per fm.; I have never at any time seen the lode at this point present a more promising appearance than now. In the 20 west the lode at present is disordered in consequence of a cross measure of ground which we have recently met with. The lode in the shallow adit west is 2 feet wide, composed of good clay-slate, carbonate of lime, lead, and copper ore, worth 4l. per fm.; the ground at this point continues of the same congenial character as noted in my previous reports. The driving of the shallow adit east will be commenced as soon as the rails for fixing tramway are delivered on the mine. The clearing out of the 60 west will be resumed soon. There is no change in any other part of the mine to speak of. In conclusion, I am happy to say that the mine never looked more promising than at the present time.

SOUTH DOLCOATH.—W. Roberts, June 15: All the tutwork bargains are progressing satisfactorily, but without any improvement to notice since my last. On Sunday morning we had the misfortune to injure the tube of the boiler, so that we have been obliged to take it out to be repaired; it will most likely take all this week to get it right, and put the engine to work again.

SOUTH WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, June 11: We have no particular change to report this week. The men are making good progress with the adit west and the cross-cut south.

SOUTH WHEAL TOLGUS.—June 15: Youren's Lode: The lode in Michell's engine-shaft, sinking below the 140, is 18 in. wide, composed of peach, spar, and mundic, with spots of ore; the shaft is nearly deep enough for another level (150). In the 140 west the lode is 2½ wide, consisting of peach, spar, and mundic, and is letting out more water than usual. The lode in the 130 west is 20 in. wide, producing 2 tons of ore per fm. We have five stopes over the back of the 130 west, working by thirty men, each stope yielding 3 tons of ore per fm. In the 120 west the lode is 15 in. wide, consisting of peach, spar, and mundic, with stones of ore, a promising lode. In the 120, west of Michell's, driving east of cross-cut, on the north part of the lode, the lode is 20 in. wide, producing stones of ore, a kindly lode. The lode in the 110 west is 2¼ feet wide, producing 1 ton of ore per fm., and letting out water, and is promising for improvement. In the rise over the back of the 110, the north part of the lode is 1 foot wide, chiefly consisting of mundic. The lode in the 100 west is 1 foot wide, consisting of spar and stones of ore, a promising lode. In the 90 west the lode is 1 foot wide, composed of mundic, with stones of ore, a kindly lode. The ground in the 78 cross-cut south is hard.—New South Lode: In the rise over the back of the 78, the lode is 1 foot wide, opening tribute ground.—South Lode: In the 140, east of Michell's engine-shaft, the south part of the lode is 18 in. wide, composed of mundic, capel, and stones of ore, and letting out a quantity of water. The lode in the 130 east is 1 foot wide, unproductive. In the 120 east the lode is 3½ feet wide, producing 1 ton of ore per fm., a strong promising lode. The lode in the winze sinking below the 120 east is 3 feet wide, producing 1 ton of ore per fathom. In the 110 east the lode is 15 in. wide, consisting of soft spar and flookan. The lode in the 100 east is 2 feet wide, consisting of peach, and producing stones of tin ore.

ST. DAVID'S (Gold).—T. Faull, June 13: The stamps-heads are on the mine, and to-day a carpenter has gone there to fix them in their places, so that by the end of the week I expect the stamps will be ready to work. As we have driven through 23 ft. of the lode in the deep adit, from which we have obtained enough quartz to test its value, I do not see the use of driving any further before the said test is made, and its value ascertained, as when the shaft is communicated with the deep adit we can, from such an enormous-sized lode, obtain any quantity of quartz we may require. The same may be said respecting several other lodes—we have a sufficient quantity of quartz already obtained to prove their respective value, and the most profitable ones found should be actively operated upon. So I do not see that an increase of miners is required before the real value of the different lodes is known.

ST. DAY UNITED.—R. Pryor, E. Ralph, June 11: We have nothing new to report in the bottom of the mine, in consequence of the accident which I wrote you at the time it occurred, and up to this time we are not enabled to work at the bottom of the mine. On Tuesday we shall be all right again. Our new steam-whim is just set to work, and is first-rate.

ST. JUST CONSOLS.—J. Carthew, W. Williams, June 14: We have a great improvement in the Guide lode, one of the best stones of tin we have ever seen here just brought out, weighing upwards of 1 cwts., worth from 30s. to 2l. per sack of 14 gallons. This stone was broken in the bottom of the stope, about 10 fathoms below the surface. This is very encouraging, and tends to strengthen us in the opinion that as we get deeper this lode will improve in value. The 10, west from the engine-shaft, is also much improved; lode 2 ft. wide, all stamping work. We are sinking the engine-shaft below the 10 with all speed. It affords us great pleasure to report these improvements.

ST. JUST UNITED.—J. Carthew, June 15: Having informed you last week of our settings, with value of ends, &c., and no change of consequence in the meantime having occurred, I have but few remarks to make.—Engine-shaft: Saveall's lode, in the 62 west, is worth 100s. per fm.; driving for 50s. The stopes over are worth 100s.; stoping for 25s. In the stopes over the 62 east the lode is worth 80s. per fm.; working for 37s. 6d. The 62, west from winze, is worth 110s. per fm.; driving for 50s. The 62 fm. level, east from winze, is worth 140s. per fm.; driving for 45s. per fm. Stoping over each end at 30s. per fm.; lode worth 110s. per fm. The 50, west from winze, is worth 160s. per fm.; driving for 70s. The 50, east from winze, is worth 120s. per fm.; driving for 55s. The winze sinking below the 40, on Wheal Dower lode, is worth 3l. per fm., and stopes over the 20, 4l. 10s. per fm.; stoping for 37s. 6d. per fm. On Wheal Owl lode the 40 south is worth 3l. per fm., and the 40 north 70s. The 20 north is also worth 70s. per fm. The tributers are working well, their tributes varying from 8s. to 16s. 6d. in 1l. The mines certainly never looked better.

TIN HILL.—W. H. Willcock, J. Martyn, June 13: Saturday being our pay and setting day, the following bargains were set:—To drive east on No. 3 lode, by four men, at 1l. 1s. per fm.; ditto, west, by four men, at 1l. per fm. To sink the engine-shaft by six men, at 1l. 10s. per fm. The tributers' pitches will not be out until the setting for July. All other bargains are taken at last month's prices. The lode is still looking well, and producing good work for tin.

TRELOWETH.—Thos. Richards, June 16: The plunger-lift is fixed in the 154, and it works well. We shall resume sinking the engine-shaft at once. The 154 end east contains a little copper ore. The sump-winze sinking below the 144 is worth 35l. per fm. The 144 end, east of sump-winze, is worth 10l. per fathom. The 134 end, east of sump-winze, is worth 4l. per fm. The 124 end, east of sump-winze, is worth from 8l. to 10l. per fm. The lode in the 110, east of sump-winze, is worth very little. The 134 end, west of engine-shaft, is driving on the north side of the lode; this end is 48 fms. from shaft. In the 134 cross-cut south there is no alteration. Other parts of the mine are without change.

TRENCROM.—W. Arthur, H. Woolcock, June 16: The lode in the 90, west of Geisler's engine-shaft, is 1 ft. wide, at present disordered. The lode in the 110, east of Hollow's shaft, is 15 in. wide, producing a little tin. The lode in the 100, east of Hollow's, is 12 in. wide; saving work for tin. The lode in the 90, east of Hollow's, is 18 in. wide, worth 4l. per fm. The lode in the 80, east of Hollow's, is 15 in. wide, worth 3l. per fm. The lode in the 70, east of Hollow's, is without change since the last report. The lode in the 60, east of Hollow's, is 1 ft wide, producing stamping work. The lode in the 50, east of Hollows, is 15 in. wide, worth 4l. per fm. The lode in the 40, east of Hollow's, is at present disordered by granite.—Flat-rod Shaft: The lode in the 60, west of said shaft, is 10 in. wide, worth 3l. per fm. The lode in the 60, east of the above shaft, is 10 in. wide, worth 3l. per fm.

TREVENEN AND TREMENHEERE.—J. Medlen, W. Tippett, C. George, June 15: The lode in new sump-shaft, sinking below the 150, is worth 20l. per fm.; this level, driving east of the shaft, is worth 7l. per fm. The western end is worth 6l. per fm. No. 1 stope, in this level, is worth 7l. per fm. No. 2 stope is worth 8l. per fm. The winze sinking below the 140, east of the above shaft, is worth 9l. per fm. Trevenen engine-shaft, sinking below the 150, is still in the dead floor of ground, and worth 5l. per fm. only; this level, driving west of the above shaft, is in the country, and no lode has been taken down since the last report. This level, going east, is holed to the old workings, which we are about to clear up at once; No. 1 stope, in this level, is worth 6l. per fm. No. 2 is worth 5l. per fm. The 40 end, going east of old sump, is worth 6l. per fm. The 70, east of quarry shaft, is worth 3l. per fm. The 110 is still in attle, which pays for clearing; this remark will apply to the 140, east of old sump. There is nothing cut in either cross-cut. The old tribute is without change since the last report.

TREWEATHA.—J. Scoble, June 14: The lode in the 40 south is 3 ft. wide, and has become more compact, worth at present 5 cwts. of lead per fm. There are two stopes in the back of this level, producing 4 and 5 cwts. of lead per fm. The lode in the 40 end north is 1 ft. 6 in. wide, producing saving work. There are two stopes in the back of this level which will yield 5 cwts. each of lead per fm. We continue to drive by the side of the lode in the 30 south; ground not quite so hard for driving, but is letting out water freely. The two stopes in the back of this level are worth at present 5 cwts. each of lead per fathom.

TRIMLEY HALL.—A. W. Thomas, June 13: The adit level has been driven on the course of the lode about 40 fathoms. The lode has varied in size for this distance from 3 to 4 feet—a very kindly lode, and is composed of limestone, carbonate of lime, spar, and lead ore. A winze has been sunk 3 fms. deep, about 18 fms. from the mouth of this level, at which depth a level has been driven about 3 fathoms on the course of the lode, which is very promising indeed, having a course of lead ore, worth full 1 ton per fathom, but which was suspended driving, in consequence of the quickness of the water. A cross-cut has been driven 18 fathoms from this lode, to intersect the engine-shaft. The engine-shaft has been sunk 17½ fathoms from surface, being 7 fathoms below the adit, and has been suspended until the engine is ready to work, the water being too strong for manual labour. The lode referred to is underlying about 2 feet in a fathom towards the engine-shaft. The engine-house, boiler-house, stack, and coal-shed, have been erected, and the engine is nearly completed, and may be expected to go to work in a short time. We have been delayed by not receiving the fly-wheel shaft from the foundry, which has been delivered on the mine to-day.

TROED-Y-RHIW.—C. H. Jones, June 11: The appearance continued throughout the week the same, if not better, than ever, with more strings, which are running in every direction, but no lead is visible in any of them. The ground at present as last reported.

TRUMPET UNITED.—G. R. Odgers, June 11: The lode in the 60 west is composed of mundic, peach, and quartz, yielding a little tin—a very kindly lode. The lode in the 25 west is 6 in. wide, with good stones of tin. The lode in the rise above the 25 west is 6 in. wide, worth 7l. per fm. The winze sinking below the 15 fm. level is 9 in. wide, worth 10l. per fathom.

TWELVE APOSTLES.—T. and H. Williams, June 15: No. 1: We are down 54 yards, and the water stops us at present. The drift to No. 4 is progressing, and yielding at times large bunches of ore. In the 40 we are proceeding to take away the lead lying round the shaft; the stopes look well, and very rich.—No. 2: In John Baines's pitch there is no material change.—Red Vein: We are now well into this vein, which is proving very rich, worth 5 tons per fm. Edward Roberts's pitch, upon the same vein, is also worth 5 tons per fm. In the cross-cut south the ground continues of the same character, and not very valuable for lead. From Bellis's level some good ore has been sent to surface since last report, but there is very little now in sight.—No. 3: The cross-cut to Ragman's lode shows no alteration. The cross-cut to Bellis's level is driven 16 yards, and is in good ground.—No. 4: We are down 25 yards.—No. 1, West Minera: We have commenced sinking the sump on the course of the day level.—No. 2 is much the same as last report.—No. 3: We have broken into a good deposit of lead, showing seven distinct strings, which we expect will unite, and form a strong leader further on. Day level progresses as fast as possible.

VIGRA AND CLOGAU.—J. Remfry, June 14: No. 2 shaft, in the 5, has now been driven 3 fathoms in a westerly direction; at this point we broke visible gold yesterday. From yesterday's blasting several good specimens were picked, and still gold is visible in the rock, both in bottom and head of the forebreast. A proximate estimate of its value per fathom cannot be given until further development takes place; nevertheless, this discovery at our deepest point—the 30 fm. level from surface, is most important and satisfactory. No change in the stope; occasionally a small piece of visible gold is found. Statement of gold for the week ending June 11—6 ozs. 1 dwt. 16 grains, from 10 cwts. 3 qrs. 7 lbs.

WELSH (Gold).—J. Nancarrow, June 14: We got our second four heads of stamps to work yesterday, also the Hungarian pans, and we hope for better results from them. We shall now begin to work some of the stuff from the shaft, and expect to send you larger returns as we go on. In the adit of the Cefn Coch we have very fine-looking quartz, which will now be first taken away for stamping; also the ends of the winze to stope, so as to keep both stamps and the Brittens well supplied. The road from the adit is made, and only waits the rails. The following gold has been received at the office:—10 ozs. 19 dwts. 12 grs., from 45 tons 18 cwts. 2 qrs. of ore.

WEST BASSET.—W. Roberts, June 15: At Thomas's engine-shaft the lode is 6 ft. wide, very promising, and producing occasional stones of ore. The rise in back of the 154 is holed to the level above, and the men have resumed driving the 154 west, where the lode, or part being carried, is 5 ft. wide, composed of fluor-spar, prian, and peach.—Middle Lode: In the 52 west the lode is 1½ ft. wide, producing rich work for tin. In the same level east the lode is nearly 2 ft. wide, saving work for tin. In the 134, north from Grenville's shaft, the lode, or what can be seen of it, is 5 feet wide, and not yet through the lode; it occasionally produces stones of good ore. In the winze sinking under the 114, west of shaft, the lode is 2 ft. wide, producing 1½ ton of ore per fm. In the 104 west the lode is 5 ft. wide, chiefly composed of capels, spar, mundic, and a little copper ore. In other parts no alteration since my last.

WEST BEAM.—W. Hosking, June 16: We have intersected the new north lode at the 45 cross-cut, north of Parry's shaft, where we find it 1 foot wide, and of fair quality work; it is imbedded in an easily wrought and very congenial stratum, and is of such a composition as forcibly to indicate greater richness. At the 55 fathom level we are making great exertions in extending east and west on the new north lode, and we have succeeded in laying open a sufficient length to admit of our setting a tribute pitch, which has been taken by four men at 5s. in 1l. In both the ends going east and west of the cross-cut the lode is 1½ ft. wide, of such quality as will readily let at moderate tributes. At the back of this level, also on the North Beam lode, we have set another pitch, adjoining Trevethan's pitch, to two men, at 13s. 4d. in 1l. The result of our exertions to lay open on the lode at this level is not at present so great as it should be, through insufficient ventilation; and, in order to remedy this, we have set a rise in the back of the level west of cross-cut, and are forcing its progress to effect a communication with the 45 as early as possible. When this is accomplished both levels will be effectually ventilated. Finding these new lodes of such a productive and genial character at the 45 and 55 fathom levels, we have great confidence of their continuing, with their attendant supporting channel of ground, in greater depth; and, to test this and obtain the benefit of such continuation, a cross-cut is being driven towards them and north of Parry's shaft, at the 76 fm. level, and we are naturally anxious to carry it to the point of intersection as early as all means, consistent with economy, will enable us. For this purpose we have eight men engaged, who are working from two o'clock on Monday morning till ten on Saturday night. At Brothers Mine the engine-shaft is progressing fairly towards the 50 fm. level, and has just now taken the lode, which is 6 feet wide, and appears to have undergone a change since it was seen at the 40. Its matrix at present is of a tin-producing composition, which induces me to believe it will produce tin in depth, as it did in the eastern part of the mine, where it was at one time exceedingly rich in it. In the back of the 40 fathom level, east of this shaft, the stope continues to produce good work for copper.

WEST PAR CONSOLS.—W. Woolcock, June 16: Saturday last being our monthly setting the following bargains were taken:—To rise in back of the 80, east of Dawkes's shaft, by six men, at 4l. per fm.; the lode is 1½ ft. wide, composed of peach, spar, and capel, with good stones of tin; saving work for the stamps. To stope the back of the 65 east, by four men, at 35s. per fm.; the lode here is 3 feet wide, at present in a disordered state; the north or copper part of which is mixed with killas, and poor, the south part yielding 2 cwts. of tin per 100 sacks. Two stopes in the bottom of the 65, east of Dawkes's, by four men each, at 40s. per fm.; the lode will average 2 feet wide, yielding about 2¼ cwts. of tin per 100 sacks, with a portion of copper ore.

WEST SHARP TOR.—W. Richards, June 13: The ground and part of the lode carried in the 162 west is without any change since last week. The part of lode being cut into in No. 4 cross-cut, in the 162 west, contains iron, capel, quartz, and a little green carbonate of copper and grey copper ore. There is no alteration in the 162 east. The ground in the adit level is granite, and easy for exploring; the lode is well defined, and becoming more vughy; the small part carried contains capel, quartz, peach, gossan, iron, and a little mundic.

WEST WHEAL MARTHA.—H. Rickard, June 16: The ground by the side of the lode west from Kelly Hole, in the 40, is very much improved for driving; the lode is letting out a little water, and producing spots of ore for the part seen. No alteration in the 40, west from western shaft, since last week. The lode in the north adit level is presenting very promising appearances, being about 2½ feet wide, composed of spar, prian, and mundic: I have not seen the back of such a promising lode in the sett as this. The tribute department is much as usual.

WEST WHEAL TREVELYAN.—John Harris, June 11: In the 68 fm. level west the lode is much the same as when last reported on, being 4 ft. wide, of quartz, peach, and prian, with stones of ore—a kindly lode. The 68 east is without change, no lode having been taken down for the week, but will be against the meeting, when we will send all particulars.

WEST WHEAL VOR.—J. Southey, June 15: The ground in the shaft sinking on the Carnmeal lode has improved; it is now down about 9 fms., and we hope in future to go on faster. All the operations at surface are going on satisfactorily.

WHEAL AGAR.—Wm. Roberts, June 15: In the winze sinking below the 100, east of Windstow shaft, the lode is 4 ft. wide, producing saving work for tin, and occasional stones of ore. In the 100, east of Winstow shaft, the lode is 2½ feet wide, producing nearly 1 ton of ore per fm., and promising for further improvement. In the 90 west the lode is 1½ foot wide, producing stones of ore.—Western Engine-shaft: In the 100 east the lode is 3 ft. wide, chiefly composed of quartz, mundic, and blende. The lode in the 90 east is 1 ft. wide, yielding stones of good ore.—East Pool Lode: In the whim-shaft, sinking below the 90, the lode is 2 feet wide, composed of capels, mundic, and a little ore. The lode or part being carried in the 80 east is 4 ft. wide, of a promising character, and occasionally producing good stones of ore. There is nothing new in the cross-cuts since last reported.

WHEAL ARTHUR.—J. Carpenter, June 16: We have commenced sinking the north engine-shaft below the 40 fathom level, under adit. We intend to sink 9 feet, and then put in barriers, cistern, and a standing-lift, which will be 20 fathoms in length, and continue sinking the said shaft until we reach the junction of the north and Watson's lode, where I hope good results will follow.—Old Lode: The lode in Harris's stope, in the back of the 50 west, is 6 feet wide, yielding from 2½ to 3 tons of copper ore per fm. We have two pitches working on the middle lode, by four men, at 12s. in 1l.

WHEAL BASSET AND GRYLLS.—J. B. Wilkin, W. Harris, W. Oats, jun., June 11: During the past month Wheal Fat shaft, sinking below the 50, has been sunk 3 ft., and is now suspended. A rise in back of the 50, west of Wheal Fat shaft, has been opened out, and the lode cut through on the north side, found poor, and suspended. A rise in the back of the 40, east of Wheal Fat shaft, has been risen 1 fm. 5 ft. 6 in., yielding low-price stamping work; set to stope by six men, at 4l. per fathom. The 40, east of Wheal Fat shaft, on the caunter lode, is now worth 7l. per fathom; set to four men, at 6l. per fathom, and 5s. tribute. The 30, west of Wheal Fat shaft, on Brenton's lode, has been driven 1 fm. 4 ft. 6 in.; the lode in the end is worth 10l. per fathom—set to drive by four men, at 7l. per fathom. Tyacke's shaft is now down 10 fathoms below the 44 fm. level; sinking by nine men, at 27l. per fathom. The 44, east of Tyacke's shaft, on Tyacke's lode, has been driven 3 fms. 0 ft. 6 in.; lode poor—set to four men, at 4l. per fathom. The 44, west of Tyacke's shaft, on Tyacke's lode, has been driven 2 fathoms; the lode in the end is poor, and suspended. The 44, west of Tyacke's shaft, on Tymorgie branches, has been driven 2 fms. 4 ft. 6 in., and opening tribute ground; set to drive by two men, at 5l. per fm., and 5s. tribute. The 44, east of Tyacke's shaft, on Tymorgie branches, has been driven 1 fm. 5 ft. 6 in.; lode in the end poor, and suspended. The cross-cut north of Tyacke's shaft, in the 44, has been driven 2 fms. 0 ft. 2 in., and has not yet intersected the lode seen in the level above; set to drive by four men, at 9l. per fathom. The 34, west of Tyacke's shaft, on Tyacke's lode, has been driven 4 ft., and is in the clay course; lode cut out—set to drive by six men, at 4l. per fathom. The 44, west of Tyacke's shaft, on a branch, has been driven 1 fm. 0 ft. 6 in.; branch poor, and suspended. The rise on Harvey's lode, in the 34, north of Tyacke's, has been risen 1 fm. 5 ft. 6 in.; lode improving—set to rise by four men, at 4l. per fathom, and 2s. 6d. tribute. The 34 west, on this lode, is set to drive by two men, at 4l. per fathom. The 34, west of Tyacke's, on Wilkins's lode, has been driven 3 fms. 4 ft. 9 in.; lode in the present end poor—set to drive by six men, at 7l. per fathom. The 40, west of Wilkins's, on Wilkins's lode, has been driven 2 fms. 2 ft.; lode in the end small, but tinny—set to drive by four men, at 7l., and 5s. tribute. The 50, west of Gundry's, on Wilkins's lode, has been driven 5 fms. 0 ft. 6 in.; the lode in the end large, and producing low-priced stamping work; set to drive by six men, at 6l. per fathom. The same level east has been driven 6 fms. 2 ft.; the lode is disordered all the way by a slide, but now promising to come together. Gundry's shaft is set to sink below the 50, by six men, at 10l. per fathom. The rise in the back of the 40, west of Gundry's, on Tyacke's lode, has been communicated to the winze from the level above, and enabled us to set several pitches in the 34, east of Tyacke's, on this lode. The rise in the back of the 30, on Harvey's lode, east of Gundry's, has been risen 1 fm. 0 ft. 2 in.; lode poor—set to rise by two men, at 8l. per fathom. Drigger's shaft has been cut down 2 fathoms below the 15, cistern-plat and bearer holes cut, and we expect to fix the lift in the coming week, and drop another lift to the 25 shortly afterwards. Dumpling shaft has been communicated to the 15 fm. level, 58 fathoms west of Drigger's shaft, and the level cleared through for ventilation. A plat is set to cut by six men, and we intend to clear the level west to the end of the ground; a whim has been erected on this shaft for the purpose of drawing. The tribute department continues much as usual, but owing to the low price of tin we have been obliged to reduce the standard to tributers to 55l. per ton. Tin sampled for the nine weeks past of the quarter equal to 50 tons.

WHEAL BULLER.—J. Inch, June 11: Whitford's Shaft: In the 130, driving west, the lode is 3 ft. wide, worth for tin and copper 10l. per fm.—Davey's Shaft: In the 117, driving east, the lode is producing tin, but not enough to value.—Kistle's Shaft: In the 100, driving west, the lode is 3 ft. wide, producing stamping work for tin. The 90 fm. level, driving west, is worth for tin 13l. per fm. The 70, driving east, is worth for tin 12l. per fm.—Stevens's Shaft: The 92 west is worth for tin 9l. per fm. The 92, driving east, is worth for tin 10l. per fm. The 80 west is worth for tin 12l. per fm. A winze sinking in bottom of the 70 is worth for tin and copper 13l. per fm.

WHEAL CARADON.—F. Pryor, J. Brown, June 11: We have set the 70, east of Cruttwell's engine-shaft, to six men, at 7l. per fm.; the same level west to four men, at 5l. 5s. per fm.; also the 60, east of shaft, to four men, at 8l. per fm. In each of these ends the lode will average fully 3 ft. wide, containing abundance of mundic, mixed up with peach and stones of copper ore. We purpose to continue driving the two first-mentioned levels, the 70 east and west of shaft, another month, before making the necessary alteration in the pitwork, to resume the sinking of the engine-shaft. The 60 cross-cut, south of the shaft, to six men, at 6l. 10s. per fm. Good progress has been made here during the past month, and by the water increasing in the end we hope to reach the lode on or about our next setting-day. The lode recently intersected in the 30 cross-cut, or bottom of the trial shaft, is from 2 to 3½ ft. wide, going west; but in the east it is split by a horse of killas. Although we have not opened out sufficient to give a definite opinion thereon, the lode is presenting a promising appearance, and our driving, to commence with, will be confined to the west. Set to six men, at 8l. per fm.

WHEAL CREBOR.—J. Gifford, June 14: At Cock's shaft the lode is 6 ft. wide, composed of capels, quartz, and peach, with mundic and copper ore intermixed, although not enough of the latter to value, yet it is a strong kindly lode. In the 96 west the lode is 5 to 6 feet wide, composed of capels, quartz, mundic, and copper ore, yielding of the latter 1 ton per fathom, and promising further improvement. In the 96 east the lode is 4 feet wide, yielding a little saving work for copper ore—a very kindly lode. This end is about 3 fathoms behind the perpendicular of the first shoot met with in the 84 after leaving the shaft. In the 84 east the lode is gone out with a splice, and another splice appears to be making in the present end, with stones of mundic and copper ore in it, and have no doubt but in 6 feet further driving that we shall have a good lode again. In the winze in the bottom of the 84 east the lode is 6 ft. wide, yielding 8 tons of copper ore per fm.; worth 45l.—a splendid lode, with every appearance of continuing. In the 72 east we are driving by the side of the lode. The stopes in the back of both the 84 and 72 fm. levels are yielding the usual quantity—2 tons of copper ore per fathom each. The mine altogether is looking very promising, and according to present appearances we shall sample 120 tons for the three months, of better quality ore than we have ever sampled since we commenced operations at the mine.

WHEAL EDWARD.—G. Rowe, June 13: Saturday last being our monthly setting-day, the following tutwork bargains were let:—The 105 fm. level to drive west from engine-shaft, by six men, stent 2 fms, at 12l. per fathom; the lode in the present end is 2½ ft. wide, principally composed of spar, capel, and mundic, with occasional spots of copper ore, and letting out an increased quantity of water. The 92 west to drive by six men, stent 1 fm., at 12l.; the lode at this point is still large, and producing a little ore, to the amount of 1 ton per fathom. Code's rise, in the back of this level, by six men, stent 1 fm., at 14l.; the lode in this part is large, and exceedingly wet and slow of progress; we have some difficulty in daining the water to enable the winze above to be sunk by manual labour. The 61 west to drive by four men, stent the month, at 6l. 10s. per fathom the lode at this point is improving in character, being 14 inches wide, producing good stones of ore, such as we have not met with for the last 30 fms driving.—New South Lode: The 50 west to drive by four men, stent 2 fms., at 7l. 5s. per fathom; the lode at this point is a little improved, and producing good stones of ore. Cocking's rise and stope, in the back of the same level east, at 6l. per fathom; the lode at this point is improved, worth from 8l. to 10l. per fathom.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, June 11: At the 120 we have driven into the lode 4 ft., and no signs of any north wall; the character of the stuff is precisely the same as in the upper levels; it is presenting a very kindly appearance, and yields a little tin, but not to value. At the 110 we have driven north of the south part from 4 to 5 ft.; it is letting out more water; we may remark here that the south part is of the same value as before reported, it having been suspended to drive the cross-cut north, and there is a leader of spar, with peach, &c., indicating, we think, more lode ahead, and the granite is of precisely the same character as the horse in the winze sinking below the 100. The lode in the 100 east is from 3 to 4 ft. wide, yielding tinny work, worth 8l. per fm. The lode in the 100 west is large and tinny, worth 8l. per fm.; from the appearance of this end we are expecting an improvement. The lode in the winze sinking below the 100 is large, and producing splendid work for tin, worth 50l. per fm. The lode in the stope above the 100, east of junction, is worth from 10l. to 12l. per fm. The lode in the 100, west of ditto, is worth 50l. per fm. The lode in the 90, east of new shaft, is worth full 20l. per fathom, but we have suspended this end for the present, and placed the men to rise, where the lode is worth 15l. per fm. The lode in the 90 west is small, but which we think will improve. The stope above the 90, east of new shaft, is worth from 18l. to 20l. per fm.; and the stope west is worth from 30l. to 35l. per fm. The lode in the 80 east is from 3 to 4 ft. wide, yielding good work for tin, worth 20l. per fathom. We have placed a pare of men to strip down the shaft from the 66 to the 80, where there is a very good lode, worth full 20l. per fm. We have also placed a pare of men to rise above the 80, about 20 fathoms west of the new shaft, where there is a good branch of tin, worth 15l. per fm. We shall commence to rise above the 66 against the new shaft on Monday, on a lode worth 15l. per fathom. The lode in the 66 west is 2 ft. wide, and worth 10l. per fathom. We are getting on as well as we can expect with our surface work.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, June 16: There is no change in this mine. The lode in the winze sinking below the 100 maintains its size and productiveness; it is a splendid lode.

WHEAL GRYLLS.—E. Rogers, James Pope, June 16: Fisher's Lode: In the 40 end, driving east of Annie's engine-shaft, the ground is more favourable for exploring. The lode is 18 in. wide, worth 8l. per fm. In driving this level about 3 fms. further east we shall come under a winze sinking in bottom of the level above, where the lode is 4 feet wide, worth 15l. per fm. In the 30 end, driving east of Grylls whim-shaft, the lode has a little improved, worth 14l. per fm. In the adit end, driving west of Jones's whim-shaft, the lode is worth 4l. per fm. In the 15 end, west of King's shaft, the lode is worth 4l. 10s. per fm. Clarke's whim-shaft is down 8 fms. from surface; the lode is 6 inches wide, producing some good stones of tin.—Standard Lode: In the 15 end, east of the eastern shaft, there is no alteration; the lode is in a disordered state, and unproductive.—Georgia Lode: In the rise in back of the 30 the lode is 3½ ft. wide, worth 3l. 10s. per fm.

WHEAL HARRIETT.—S. Williams, June 11: In the 130 north cross-cut we have cut a branch, 4 in. wide, producing stones of tin, but not to value. The ground in the 115 cross-cut is favourable for driving. The north part of the main lode, in the 115 west end, is poor. The north lode, in the 115 west end, is producing stones of copper ore. The stope below the 100, west from winze, is worth 10l. per fm. Alexander's lode, in the 24 west end, is 1 ft. wide, producing stones of copper ore. The lode in the adit east end is unproductive. The north lode, in the adit east end, is producing stones of ore.

WHEAL HARTLEY.—P. Skewes, June 15: In the engine-shaft sinking below the 10 the lode is 1¼ ft. wide, composed of mundic, quartz, and peach, with occasional stones of copper ore. In the 10, driving east of shaft, the lode is 3 ft. wide, of a very promising character, composed of blende, quartz, gossan, and good stones of copper and tin ores. In the same level, west of shaft, the lode is 2½ ft. wide, composed of gossan, quartz, and good stones of yellow copper ore. The deep adit is driven east of engine-shaft 57 fathoms; lode 2 ft. wide, composed of soft gossan and mundic, with stones of black copper ore. We have collared up and cleared the shaft, sunk by the former workers to a depth of 12 fathoms from surface, in which the lode is from 2 to 3 feet wide, composed of gossan, quartz, and tin, 1½ ft. of which is good saving work.

WHEAL HEARLE.—J. S. Phillips, W. Wesley, June 11: The pumping-beams are at work in the 100, with connections completed from the engine to skip-shaft, where the water is being pumped from the 130 to the 122, to plunger-pump, at the bottom of the engine-shaft. The skip-shaft will be sunk as soon as the levels reach sufficiently away into the tin ground. We have seven tutwork bargains being wrought at the average of 2l. 7s. 8d., which produce 5l. 5s. worth of tin per fathom. The various ends are being continued at the month's prices, and all produce stamping work. The next month's tin will realise about 275l. (the amount received last time), which we can still increase as the 130 fathom level enters the runs of tin.

WHEAL HOPE.—Wm. H. Reynolds, June 14: The lode in the shaft has improved, and is now worth from 12l. to 15l. per fm. In the 75 west it is yielding saving work for lead, and looks very promising. In the 65 west, on the south part of the lode, we have cut the elvan, and the lode is rather disordered, although yielding some good leady work. In the winze below this level the lode is worth 15l. per fm. for lead. In the 65 west, on the north part of the lode, we are breaking good leady work. I hope to get the ore at surface crushed and dressed so as to sample on Monday next.

WHEAL KITTY (St. Agnes).—S. Davey, William Polkinghorne, June 11: Engine-shaft: In the cross-cut driving south in the 82, west of this shaft, the ground has recently improved.—Holgate's Shaft: The men are making good progress in cutting the plat in the 82, west of this shaft. In the 54, driving west of shaft, the lode is at present disordered by a small cross-course.—New Shaft: Pryor's Lode: In the 65, driving east of shaft, the lode is 2 feet wide, and worth for tin 10l. per fathom. In the 65, driving west of shaft, the lode is worth for tin 12l. per fathom. In the 54, driving east of shaft, the ground is becoming more settled as it gets out of the influence of the cross-course. In the 54, driving west of shaft, the lode is worth for tin 10l. per fathom. In the rise in the back of this level the lode is also worth for tin 10l. per fathom. In the 44, driving east of shaft, the lode is 2 feet wide, and worth for tin 10l. per fathom. In the 44, driving west of shaft, the lode is worth for tin 11l. per fathom. In the 34, driving east of shaft, the lode is 1½ foot wide, and worth for tin 8l. per fathom. In the winze sinking below this level the lode is worth for tin 9l. per fathom. In the 34, driving west of shaft, the lode is worth for tin 16l. per fathom. The ground in the 24 cross-cut is without any change, except letting out a greater quantity of water, which we consider a good indication. In the new shaft, sinking below the 10, the men are making good progress. Our tribute department is looking encouraging.

WHEAL MARGERY.—R. James, W. Rogers, June 16; At Wellesley's engine-shaft, 6 ft. below the 110, the lode is not yielding enough ore to value. In the 110 east the lode is producing a large quantity of mundic, with spots of ore. In the 70 west the lode is poor. At American shaft, in the 132 east, the lode is worth 10l. per fm. In the 132 west the lode is producing stones of ore, but not to value. In the 122 east the lode is worth 3l. per fm.; No. 1 stope, in back, 6l. per fm.; No. 2 stope, 8l.; No. 3 stope, 5l.; and No. 4 stope, 3l. per fm. In the 122 west the lode is worth 5l. per fm.; No. 1 stope, in back, 5l.; No. 2 stope, 12l.; No. 3 stope, 7l.; No. 4 stope, 4l.; and No. 5 stope, 12l. per fm. In the 110 east the lode is worth 8l. per fm. The stope in back is worth 4l. per fm. In the 110 west the lode is worth 3l. per fm. No. 1 stope, in back is worth 2l. per fm.; No. 2 stope, 8l. per fm. In the 100 east the lode is poor. The stope in back is worth 5l. per fm. In the 100 west the lode is poor. The stope in back is worth 4l. per fm. No other change.

WHEAL MARY ANN.—P. Clymo, H. Hodge, J. Harris, J. Stevens, June 14: Clymo's shaft is sunk 13 fms. under the 190. The cross-cut in this level is extended 14 fathoms towards the lode, and we are daily expecting to cut the lode. In the 180 north the lode is 2 ft. wide, worth 9l. per fm.; in the same level south it is 2½ ft. wide, worth 8l. per fathom. In the 170 south the lode is 1½ ft. wide, worth 7l. per fm.; in the same level, north of Pollard's shaft, it is 3 ft. wide, worth 7l. per fm. The stopes and pitches are producing much as usual. We sold on the 4th inst. two parcels of lead ores to Messrs. R. Mitchell and Son—No. 1 computed 45 tons, at 30l. 2s. 6d. per ton, and No. 2 computed 30 tons, at 18l. 15s. 6d. per ton. With regard to the renewal of the sett we can only say as we did at the last meeting, we are daily expecting a settlement.

WHEAL NORRIS.—John Andrews, June 12: At our setting to-day the following bargains were set:—Carter's shaft to sink 7 ft. below the 45, to cut trip-plat 12 ft. long, 11 ft. wide, and 7 ft. deep, at per bargain, 34l. The 35 end to drive east of Carter's shaft, on No. 4 lode, 3 fms., at 3l. 5s. per fm. The 35 end to drive east of the above shaft, on No. 5 lode, 3 fms., at 2l. 15s. per fm. The 35 cross-cut to drive south of Carter's shaft, 2 fms., at 5l. 10s. per fm. All the filling and landing in the mine by three men, for one month, at 5l. 10s. per fm. All the tramming in the 35 at 5s. per fm. for the ends, and 8s. per 100 kibbles for the tributers.

WHEAL PROSPER.—S. Mitchell, June 16: The ground in the cross-cut towards Trewava's lode is looking favourable for copper; any branch or string we intersect contains ore, and turns quite green, which is a strong indication of a good lode before us. I think we must be near it now.

WHEAL SIDNEY.—Wm. Edwards, June 15: The lode in the 60 end east is about 18 inches wide, at present poor, the ground during the last 10 ft. has been hard and spare for driving, but is again improving. The lode in the 46 end west is 12 in. wide, carrying a little tin; we have about 6 or 7 fms. further to drive to reach the slide and shoot of tin gone down in the level above. The lode in this level east is disordered since intersecting the slide. The No. 2 winze, sinking below this level, west of shaft, is down about 8 fms.; at present we are sinking by the south side of the lode, which will be taken down after having communicated to the rise from the 60. There is no change of importance to notice in the stoping department since last report. The late rain has increased the surface water so as to enable us to draw eight stamps, and our works are going on most satisfactorily.

WHEAL SPARNON.—W. Tregay, E. Chegwin, June 11: In cutting down the engine-shaft we have discovered a lode underlying north about 18 in. per fathom, and pro-

ducing 1 ton of copper ore, worth from 5*l.* to 6*l.* per fm. We expect this lode remains unwrought at this depth, to prove which we propose driving on its course on reaching the 20, which will be by the end of next week. Good progress is being made in building the engine-house.

WHEAL UNION.—T. Glanville, June 10: Tutwork Setting: The flat-rod shaft to sink below the 88, by nine men, at 42*l.* per fathom; lode 4 ft. wide, composed of spar, mundic, and copper ore, but not to value. The 76 to drive east of the flat-rod shaft, by four men, at 8*l.* per fathom; lode 3 ft. wide, composed of spar, mundic, and copper ore, but not to value. The old engine-shaft to sink under the 40, by nine men, at 35*l.* per fathom. The 60 fm. level cross-cut to drive north from East Carn Brea, by six men, at 21*l.* per fathom.

WHEAL UNITY CONSOLS.—Wm. H. Reynolds, June 14: The lode in the 60 is of the most promising character, with some good copper ore through it. We have still some stones of spar with copper ore in the cross-cut south at the 60, and a quantity of water flowing from it. In the 40, west of cross-course, the lode is 3 ft. wide, of gossan, friable spar, &c., with a little copper ore, and presents a very promising appearance.

YARNER.—B. Barkell, June 15: The shaft on the north lode is down to the 40, and we commenced driving east on Monday last; the lode at present is small, but the ground is congenial for copper. The stope in the back of the 30, east of shaft, on south lode, is looking well. We have a leading branch of ore and peach on the footwall, from 1 ft. to 20 in. wide; which is the main part of the lode; the lode altogether is fully 2 fms. wide, and embedded in a fair channel of ground. The stope in the 40, west of shaft, is yielding the usual quantity of ore, 3 tons per fm.; we have no north or south wall to the lode. In the 50 we are now taking down each side of the level, to see if we can find any; the lode is producing good branches of ore.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

UNITED MEXICAN.—According to the last accounts these mines continue to look well, and to yield very fair returns. There is every season to expect that the political settlement of the country will enable them to be worked more efficiently, and a better harvest more economically than heretofore. The mail of this month brings a remittance of $65,000, free of expence and duties, which will enable the directors soon to declare another dividend in addition to that of 5s. per share in May last.

GOLD IN WALES.—The CASTELL CARN DOCHAN MINE returned 3 ozs. 10 dwts. of gold for the week ending June 11, from 12 cwts. of alluvial, &c., by hand-washing, making 24 ozs. 16 dwts. 16 grs. from 2 tons 19 cwts. The Britten's machines are all on the mine, and will be at work in a week.——CLOGAU: It is reported that gold is cut again in the deep adit.

NORTH DEVON (Silver-Lead).—The winze under the 20 still maintains its value; it is down 7 fathoms, and worth for the whole depth 2¼ tons per fathom; this is a most important feature, showing the ore to increase in depth. The winze below the adit is worth 1 ton per fathom. The stopes in the 20 continue to produce 2 tons, and the winze below the 20 at the lowest point 3 tons, averaging 2¼ tons for the last 7 fms. The 30 fm. level is daily expected to reach the ore ground through which the winze is passing; as soon as the winze is holed to the 10 the 20 will be commenced driving. This mine is creating quite an excitement at Combmartin and its neighbourhood. The annual meeting will be held on July 1, at the offices of the company, Newbury, Berks, at which a large gathering of the shareholders is expected. Capt. Blamey, the persevering manager, will attend the meeting; he is very sanguine as to the continuance of the lode in depth, operations are expected to be commenced in the 40 fm. level, and should the present course of ore continue to that depth a splendid mine will be the result.

LLWYNCALENIG MINES.—These mines, which are about six miles north of Carmarthen, near the Carmarthen and Lampeter turnpike-road, are being opened with spirit by Messrs. Knight and Manders, under a lease granted on favourable terms by Mr. Davies, the proprietor. In driving an adit to cut the main lode lumps of lead have been found in the clay which lies on the side of the hill. The indications are very promising. When the works are a little further advanced we shall give a detailed notice of them.

SILVER VEIN.—Most encouraging accounts from this mine continue to be sent to us from the locality, and as the works progress the appearance of the lodes, we are assured, give greater promise. The east and west lode is looked to with much interest, and many correspondents consider it is the influence of this which has caused the richness of the north and south lodes for fahlerz, or argentiferous copper. A sampling of 50 tons (computed) was made last week of the ores of this mine, and one parcel, of about 18 tons, realised 14*l.* 1s. 4d. per ton for silver and copper. The usual weekly report from the agent (E. Burn), which arrived too late for insertion under the proper head, states that "During the past fortnight the sump-shaft has been sunk 1 fm. 5 ft.; down at present 9 fathoms below the 50. The ground still continues favourable. In the 50 north the eastern part of the lode is worth ⅛ ton of fahlerz per fm. The men are now engaged under cutting the western part, where we expect to find a good branch of ore. In the 50 east we commenced to cross-cut the lode to-day. I hope to give you a report of its size and value in a few days. The end in the 50 south looks kindly. The lode in the 40 north is getting a little more settled, producing at present stones of fahlerz and mundic. The tribute pitches at the 40, on an average, are better; the ore appears to be of a richer quality than it has been. Pryor's pitch at the 30 is worth full 20*l.* per fathom. Every arrangement will be made in order to change our pitwork as soon as the shaft is down."

TYWARNHAILE MINE sampled, on Tuesday, 445 tons of ore (computed).

TAUBACH MINES.—We understand that Mr. W. G. S. Thomas, the proprietor of some mineral land near the Llanpumpsaint station of the Carmarthen and Cardigan Railway, has opened the Taubach Mines, with very promising results, for the purpose of working them by a company which is about being formed. We have not seen the recent workings, but we are informed that they have developed the main lode, which presents very favourable indications of rich deposits of ore.

GREAT WEST CHIVERTON.—The applications for shares in this mine are numerous, and it is thought by practical men that the time is not far distant when Great West Chiverton will take a prominent position in the Chiverton district; indeed, judging from authentic reports, no reason can be assigned why this mine may not prove a second West Chiverton.

WHEAL GOLDEN AND PENHALE (Lead).—It is rumoured that these mines are about to be re-worked, and the general opinion of those able to judge is that capital cannot be better employed.

EAST LOMAX.—This mine adjoins Wheal Golden and Penhale, and is held to be one of the safe adventures. Reports from some of the trustworthy and efficient agents have been obtained, and all agree that as an adventure this must rank as 'number one."

EAST JANE.—A correspondent at Liskeard, under date June 16, remarks, in respect of this mine, that the ground at the western shaft continues favourable for sinking, and is of a very congenial character for lead; that in the 26 south the lode is large, yielding about ½ ton of lead per fm.; in the same level north the lode is represented as 18 inches wide, producing good work for dressing, and likely to improve in going north. At a point about 10 fathoms in advance of this end, a good bunch of lead was driven through in the 14. The stopes in back of the 26 are yielding respectively from 5 to 6 cwts. of lead per fm. There is no alteration in the cross-cut west. In the 14 north the lode presents a promising appearance; and the rise in back of this level is said to be yielding saving work for lead.

GREAT WEST CHIVERTON.—A meeting was held on Thursday at Tabbs Hotel, Redruth, for the purpose of effectually starting this mine. Captain W. Teague was in the chair; and it was resolved that a call of 30s. per share be made to provide working capital; and every share was subscribed for at the meeting.

SOUTH GRYLLS.—The agent writes on the 14th inst.—"We have now hit on the back of the north lode, and I am pleased to find that it is quite as promising as reported by others; in fact, it is the most encouraging thing that I have seen for a long while—a beautiful gossan, containing copper ore at the shallow depth of 10 feet. I will write again in a few days how it goes on."

ROARING WATER.—The article in last week's Journal, from your correspondent in the county of Cork, gives so faithful a description of the progress and prospects of this mine that it cannot fail to strike the attention of parties who are interested in the success of Mining in Ireland. That a wide field is open for successful mining operations in this interesting country is beyond all doubt; what has already been done is a sufficient proof for that, as the mineral treasures that have been produced have been of a high standard, much of it exceedingly rich, and in almost endless variety. All who have read your correspondent's report of the Roaring Water Mine can but feel that the present workings, so far as they have gone exhibit strong indications of a deposit of rich mineral wealth. The ores produced are found to be the rich purple and yellow copper. The grey ores are found to contain a large proportion of silver, which on assay have yielded as much as 70 to 80 ozs. to the ton. The English adventurer should give more of his attention to this rich field for mining enterprise.

SILVER VEIN.—This mine is situated about one mile south-east of Lostwithiel, on the road to Liskeard, and is well worthy of a visit. The prospects are of a very encouraging character, although it does not command that attention to which it is entitled; but I doubt if the day is far distant when public attention will be brought to bear in this direction. There are many mines that are brought before the public, especially in the so-called fashionable districts, that have never sold one ton of ore, or, perhaps, never will, and yet the shares are, in some cases, eagerly sought after; while here they are making regular sales every two months of about 50 tons, which averages about 8*l.* per ton, and will shortly increase their samplings to 70 tons, which will then meet the costs, and with every prospect before them, yet the shares remain at a merely nominal price. Surely the attention of mining gentlemen will, at no distant date, be brought to bear on this locality, as it is freely admitted by competent judges that Lostwithiel and its neighbourhood will become a great mining district.

EAST BROOKWOOD.—The wheel-pit is finished, the 40-ft. wheel in, leats nearly brought home for the same, and the flat-rods in course of erection. In about a month from this time it is expected the surface operations will be completed. The sinking of the shaft will be resumed with all speed towards the next level, and from the appearance of the lodes it is anticipated the mine will make good and profitable returns.

FRANK MILLS has this week sampled 90 tons of lead, and the returns for the present quarter will be 4000*l.* The shaft is in course of sinking, and there is every prospect of a good lode at the next level. Shares must considerably advance. There are but few mines making such large returns that offer such inducements to purchasers at the present price.

SOUTH EXMOUTH is gradually improving. They are now driving to cut the lode at the 75 fm. level. In sinking a winze from the 60 fm. level they have a productive lode going down, and it is expected that ere long this mine will be in its old position—again paying dividends.

EAST CARN BREA.—The new lode cut in the 26 is turning out exceedingly well; the ground opened on this lode up to Saturday last is 6 fms., from which 50 tons of ore have been raised, worth about 7*l.* or 8*l.* per ton. The ends still maintain their value. The 30 fm. level ends, on the same lode, are also looking exceedingly well. The 60 fm. level ends, east and west of the cross-course, on the south lode, are very much improved; the east end more especially indicates, to all appearance, a great discovery. The lode in Buckley's shaft is expected to be cut very shortly; should this also prove good it will be of great importance. On the whole, the prospects of the mine are even better now than when shares were selling at their highest price.

THE TIN STANDARD.—No change in the Tin Standard since May 7. The price is—Common, 98s. to 99s.; refined, 101s. to 103s. To show the difference in the position of the tin miner now, compared with what it was two or three years since, we may state that the average price of tin at Dolcoath is 5*l.* per ton less than it was in the previous two months, and 6*l.* 6s. per ton lower than it has been for the last 11 years to the end of 1863. This reduction is a loss to the tin miners of more than 100,000*l.* a year. But if the high prices prevailed which existed previous to the American war, the Cornish tin mine adventurers would benefit to the extent of several hundred thousand pounds a year.—*West Briton.*

*** With next week's Journal we shall give a SUPPLEMENTAL SHEET, in which the Australian Mining News will appear, with the letter from our Adelaide Correspondent, and a variety of other information, now unavoidably omitted.

*** With the Journal of June 4 a SUPPLEMENTAL SHEET was given, which contains—Meetings of Public Companies: East Wheal Lovell, Great East Lovell, West Par Consols, South Darren, Labuan Coal, Great Barrier Land, Harbour, and Mining, West Canada, East Rosewarne, St. Just Consols, and Copiapo Extension Railway; Foreign Mining Reports; Prices of Materials; Gold from Australian Colonies and New Zealand, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JUNE 17, 1864.

COPPER.	£ s. d. £ s. d
Best selected....p. ton	95 0 0-96 0 0
Tough cake...... ,,	92 0 0-93 0 0
Tile .... ,,	91 0 0-93 0 0
Burra Burra .... ,,	98 0 0- nom.
Copper wire ......p. lb.	0 1 0 - —
ditto tubes ...... ,,	0 1 0 —
Sheathing & bolts p.ton	98 0 0-100 0 0
Bottoms .... ,,	105 0 0- —
Old (Exchange).... ,,	86 0 0- —
IRON.	Per Ton.
Bars Welsh, in London..	8 0 0- —
Ditto, to arrive	7 17 6- —
Nail rods	9 10 0- —
,, Stafford, in London	10 0 0-10 10 0
Bars ditto	9 15 0-11 0 0
Hoops ditto	10 15 0-11 10 0
Sheets, single	11 15 0-12 10 0
Pig No. 1, in Wales....	4 10 0- —
Refined metal, ditto....	4 0 0- 5 0 0
Bars, common, ditto....	7 5 0- —
Do., merch., Tyne or Tees	8 5 0- 8 10 0
Ditto, railway, in Wales	7 5 0- 7 10 0
Ditto, Swed. in London.	12 5 0- —
To arrive	12 5 0- —
Pig, No. 1, in Clyde....	2 19 6- 3 3 3
Ditto, f.o.b. Tyne or Tees	2 16 0- 2 18 0
Ditto, forge, f.o.b. ditto..	2 15 0- —
Railway chairs........	5 10 0- 5 15 0
,, spikes........	11 0 0-12 0 0
LEAD.	
English Pig, ordny. soft	21 10 0-21 15 0
Ditto (WB)	22 15 0- —
Ditto sheet	22 5 0- —
Ditto red lead	22 0 0- —
Ditto white	26 0 0-27 0 0
Ditto patent shot......	24 0 0- —
Spanish	20 10 0-20 15 0

BRASS.	Per. lb.
Sheets	9d.- 10d.
Wire	8½d.- 9d.
Tubes	9d.- —
FOREIGN STEEL.	Per Ton.
Swedish, in kegs (rolled)	15 10 0-15 16 0
,, (hammered).	16 0 0-18 0 0
Ditto in faggots........	17 0 0-18 0 0
English, Spring	19 0 0-23 0 0
Bessemer's, Engineers Tool	44 0 0- —
,, Spindle	30 0 0- —
QUICKSILVER	9 0 0
SPELTER.	Per Ton.
Foreign	23 15 0-24 0 0
To arrive	23 5 0- —
ZINC.	
In sheets	28 10 0-29 0 0
TIN.	
English, blocks	105 0 0-108 0 0
Ditto, Bars (in barrels)..	106 0 0-109 0 0
Ditto, Refined..........	113 0 0- —
Banca	110 0 0- —
Straits	104 0 0-105 0 0
TIN-PLATES.*	
IC Charcoal, 1st qua. p. bx.	1 9 0- 1 11 0
IX Ditto 1st quality ,,	1 15 0- 1 17 0
IC Ditto 2d quality ,,	1 7 0- 1 8 6
IX Ditto 2d quality ,,	1 13 0- 1 14 6
IC Coke .... ,,	1 3 6- 1 5 0
IX Ditto.......... ,,	1 9 6- 1 11 0
Canada plates ....p. ton	13 10 0- —
In London; 20s. less at the works.	
Yellow Metal Sheathing .p. lb.	8d.-8¼.
Sheets ....p. lb.	7⅛d.-7¾d.
Indian Charcoal Pigs in London	7 0 0- 7 10 0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—The tone of our market remains unchanged; the course of metals, with but slight exceptions, still assumes a downward tendency; there is scarcely any metal at the present time that can be said to occupy a steady and firm position; the whole of our market continues in an unsettled state; consignments to foreign markets, on speculative account, have very considerably swelled the exports, which materially interfere with legitimate commission business, and enhance prices on this side to such an extent that regular *bona fide* orders are almost excluded. Since our last report, copper has declined; iron is lower; tin and other metals easy at quotations, spelter excepted.

COPPER.—On late 'Change this day week the smelters announced a decline of 5*l.* per ton in English, wrought and unwrought; bringing the price, however, only to that point at which they had previously sold some short time since, without effecting any change in their quotations; the business which they had accepted at 100*l.* before the fall created such distrust amongst those buyers who had not received any intimation of their intention of making such concession, that all further orders were temporarily withdrawn; although limits would have enabled them to purchase at 100*l.*, yet they declined to do so when the positive reduction was announced, owing to the advantage which the former buyers would possess in point of time. By waiting nothing, however, has been lost, and they have now had the satisfaction of securing their requirements at 2*l.* per ton below the late contracts and smelters' present rates, sales having been made during the past week at 98*l.*, usual terms, for manufactured of Indian assortment. The standard at the last sale of ores declined to near 16s. per unit, and should no reaction take place, it seems probable that before long lower rates for manufactured may be accepted.

IRON.—Rails in second-hands are offered at 7*l.*, f.o.b. in Wales; merchant bars have been selling more freely, and the price has slightly rallied; 7*l.* may now be quoted, f.o.b. at the works. Staffordshire descriptions are to obtained at little lower rates. In Swedish bars there is less offering, but no active demand as yet has sprung up. Scotch pigs, notwithstanding the reduction in the Bank rate, have receded, and some heavy sales effected at 57s. 3d., cash, g.m.b., f.o.b. in the Clyde.

LEAD.—In the absence of orders sellers appear not unwilling to meet buyers by conceding 2s. 6d. per ton in price, or even 5s. in some instances. As soon as deliveries from old contracts are completed a further reduction is not improbable. LB is now 21*l.* 15s.; WB, 22*l.* 15s.; common brands, 21*l.* 5s. to 21*l.* 10s.; Spanish about 20s. less.

SPELTER.—Some few houses are reported to be monopolising this article, by which means they are endeavouring to obtain higher rates. To accomplish this with the present enormous stock will be attended with some difficulty, at least for any length of time. Consumers will only buy from hand to mouth, and shippers are altogether out of the market.

TIN.—There exists less speculative feeling in this metal just now than for some time past, and the approaching Dutch sale seems to exercise great depression. English is being sold freely under fixed rates. Straits about 104*l.* TIN-PLATES are in moderate request.

QUICKSILVER.—In the four mouths ended April 30 the quantity of quicksilver imported into the United Kingdom was 1,195,413 lbs. In the same period of last year the supply did not exceed 358,098 lbs., while in 1862 it was not more than 82,731 lbs.

THE COPPER TRADE.—Mr. J. Pitcairn-Campbell, of Liverpool, writes—On the 10th smelters reduced their prices very unexpectedly, 5*l.* per ton, to 100*l.* for manufactured, and 93*l.* for unmanufactured. The step was, no doubt, influenced by the difficulties which individual firms, as well as the whole body, had to encounter with connections who wished to be placed on as favourable a footing as those who a month ago purchased at the reduction, without any alteration being made in quotations. The question of having to deal with the heavy stocks of Chili bar copper has, no doubt, also been a weighty item in the calculation, and it is to be hoped that an active export demand will force consumption upon this branch of foreign import. The transactions in the fortnight have been—

June 6.—168 tons	Knockmahon ore, by tender	£ 0 16 5	per unit.
,, 6.— 20 ,,	bars, ex "Illimani"	86 0 0	per ton.
,, 6.— 30 ,,	bars, "St. Thomas" and "Hayti"	86 0 0	,,
,, 6.— 7 ,,	bars, to arrive, per "Pasithea"	87 0 0	,,
,, 6.— 54 ,,	,, "Eastfield"	87 0 0	,,
,, 6.— 50 ,,	,, "Criffle"	87 0 0	,,
,, 8.—275 ,,	,, "Delaware," at Swansea.. (Two months, delivered at Havre).	85 0 0	,,
,, 9.— 50 tons	bars, to arrive	85 10 0	,,
,, 10.—100 ,,	,, per "Delaware," at Swansea.. (Two months).	85 0 0	,,
,, 13.—307 ,,	Mediterranean ore, by tender	0 16 6	per unit.
,, 13.—373 ,,	,, ,,	0 16 3	,,

The arrivals from the West Coast since my last have been—

	Ores.	Regulus.	Bars.	Barilla.
"Bodenyddan," Valparaiso	—	—	240	—
"Mexican," Colon	—	—	—	190
"Annie Braquitone," Valparaiso	—	—	58	—
"Acapulco," Talcahnano	—	—	270	—
"Eastfield," Valparaiso	—	560	55	—
"Bolivar," Colon	—	—	—	88

Quotations are rather nominal—for ore and regulus, 17s. per unit; barilla, 18s.; bars, 85*l.* and 86*l.* per ton. Stocks in first and second hands likely to be available—

Ores.	Regulus.	Bars.	Barilla.
2025	1030	2500	50

BOSTON, MAY 30.—English Cannel Coal is scarce, and selling in retail lots, at extreme prices. Prices of Sydney and Picton have advanced to $8 75c., and $9 per ton; the article is scarce, and wanted at these figures. In anthracite there have been steady retail sales, at $13 per ton. The Iron Market is steady and firm for pig-iron, with sales of Scotch, in lots as wanted, at $60 and $62 per ton, cash, for Gartsherrie and other brands Scotch No. 1. American pig-iron is firm, and selling in small lots, at $62 and $64 per ton, cash. In bar and sheet the sales have been at full prices.

NEW YORK, JUNE 1.—The market for domestic Coal is better, and quite active. The public sale of yesterday has greatly stimulated the enquiry. The stock is moderate for the season; sales from yard, $8 to $10 50c. per ton. Foreign is scarce, and in demand at higher figures; sales of 200 tons Newcastle gas, at $13, cash, and 1000 tons of Liverpool steam and gas, to arrive, on terms not given. Copper is in good demand, and former prices are firmly sustained. The stock of ingot is light; sales of 40,000 lbs. Lake, part to arrive, at 43c.; 120,000 lbs. Minesota and Quincy, here, a 44c.; 200,000 lbs. Quincy, for export, at 43⅛c.; 25,000 lbs. Portage, at 43c.; 50,000 lbs. Bergen, at 42¾c.; and 400,000 lbs. Baltimore, part for July delivery, at 43c., f.o.b. there. The market for all kinds of Iron is dull. The receipts of Scotch pig are liberal. The may apply to other descriptions, and the stock generally is accumulating. Sales of 100 tons Glengarnock, in parcels, at $60 per ton; 350 tons No. 2 American, at $57; 150 tons No. 2 hard, at $54 and $55; and 125 tons white, at $50, cash.

The settlement of the fortnightly account took place on the MINING SHARE MARKET on Tuesday, and was very heavy in East Grenville, Grenville, Crebor, East Lovell, and a few other mines; and during the week a very fair amount of general business has been transacted. The Bank rate is now down to 6 per cent., and, with the easy state of the Money Market, we may look for an increase in speculative business. East Wheal Grenville shares opened this week at 4½, Tuesday 4½ to 4¾, Wednesday rose to 5, 5¼, Thursday 5⅜ to 5½, Friday opened 5⅜ to 5½, and leave off 5¼, 5½. The lode in the 65 west, which improved to 7 tons of rich ore per fathom, and then declined to 3 tons, causing a fall in shares from 5*l.* 15s. to 4*l.*, has again improved this week to 7 tons per fm. This end may show changes in value, and thus cause daily fluctuations in shares on the market; but there can be no doubt it is a splendid course of ore, better in the bottom than in the end, thus speaking well for the 75 fm. level, to which the *bona fide* holders must look, as a course of ore in that level would cause a great and permanent rise. Wheal Grenville shares are better, at 7½ to 8; the agent's report this week values the ends in the aggregate as worth 81*l.* per fm.; stopes, winzes, &c., 227*l.* per fm.; making the different points of operation on the mine worth, altogether, 308*l.* per fathom, and which ought shortly to leave a very large monthly profit. The 120 has been cut into 4 ft., with a little tin, and will, no doubt, come into value when driven upon. The winze below the 100 continues worth over 50*l.* per fathom; the agent calculates upon cutting more lode north in the 110. South Frances shares have risen from 40 to 60, and leave off 52½ to 57½, owing to a favourable verdict in the action with West Basset. East Caradon, 29½ to 30, and in demand; the mine is looking better, particularly in the 80 east, which is worth 50*l.* per fm., in very easy ground. Marke Valley, 5 to 5½; Marke's lode has been intersected in the 100 cross-cut 6 ft. wide, and worth 3 tons of ore per fm. This will lay open a large quantity of ore ground. Clifford Amalgamated, 34½ to 35½; Cook's Kitchen, 20 to 21; East Basset, 65 to 67; East Carn Brea shares advanced again to 8, 8½.

East Lovell shares have been firmer, up to 19½, and leave off 18½ to 19½; on Monday a circular was sent round to the shareholders, stating that in sinking a shaft 57 fathoms further east, the gunnis of a large and productive lode was met with, and from which some rich tinstuff had been broken. The lode in the shaft below the 26 the agent reports worth 170*l.* per fm. for the length of shaft; the north shaft, below the 20, on the south lode, is worth 90*l.* per fm. Wheal Crebor shares have been very firm, up to 49s., but leave off flatter, at 45s. to 47s. 6d.; the lode in the winze before the 96 end continues worth 45*l.* per fm.; and the sampling in July, the agent writes, will be 120 tons of ore, of better quality than ever yet sampled in this mine. East Rosewarne, 2¾ to 3; the 75 end is worth 10*l.* per fm.; King's shaft, 30*l.* per fm. East Russell, 3¾ to 4; at the meeting a call of 5s. per share was made. At Great North Downs, the lode in King's shaft is worth 45*l.* to 50*l.* per fm.; the shaft is down 11 fms. below the 57, and sinking at 11*l.* per fm.; the winze in the 30 west is worth fully 25*l.* per fathom; the lode at Sleggan's shaft, 70 fathoms west of King's, has improved, producing rich stones of ore. The sampling is 147 tons of good copper ore. Gonamena, 3¾ to 4; Great Busy, 3¼ to 3½. Great Laxey, 14 to 15; a dividend of 5s. per share has been declared. Great Vor, 33 to 34; a dividend of 12s. per share was declared.

Prince of Wales, 5s. 6d. to 7s. 6d. At the meeting, on Thursday, the accounts for fifteen months showed a balance of liabilities over assets of 127*l.* 14s. 9d., and a call of 6d. per share (320*l.*) was made, sufficient to carry on the mine for three or four months. The report is very satisfactory. We have on more than one occasion called attention to the prospects of this mine, and in about two months from this time a very important change will be seen, as the Drake Walls tin lode will then be intersected in Watson's shaft about 18 fms. under the old workings, which for 80 fathoms in length were very extensive and productive in this sett, while in Drake Walls the lode has yielded very large returns. The ground in Watson's shaft is very congenial for tin, precisely similar to that around the best courses of tin in Drake Walls. Great Wheal Fortune, 14½ to 15½; Hingston Down, 4¼ to 4½; Nangiles, 28½ to 29½; New Rosewarne, 9½ to 10. Wheal Hope shares more enquired for, at 3½ to 4; the lode in the shaft is worth from 12*l.* to 15*l.* per fm., and improving. The 75 west is improving. The winze below the 65 is worth 15*l.* per fm. The crusher went to work this week, and the agent hopes to sample 40 tons or more on Monday. Wheal Kitty (Lelant), 11 to 12; this mine is looking well, with a course of tin worth 200*l.* per fm. The next quarterly dividend will be 10s. per share. North Crofty, 4½ to 5; North Downs, 1½ to 2; North Robert, 6s. to 8s.; North Treskerby, 1⅞ to 2⅛; Hallenbeagle shares not so firm, at 4½ to 4¾; Pendeen, 4 to 4¼; Prosper United, 4½ to 5; Providence Mines, 39 to 40; South Caradon Wheal Hooper, 6s. to 8s.; South Tolgus, 37 to 39. Stray Park shares advanced to 31, 32; the engine-shaft has been sunk to the 238 fathom level, and driving to cut through the lode has been commenced, which is an important point. Tincroft, 18 to 19; Trencrom, 3¼ to 3½. West Basset, 9½ to 10½. Wheal Basset, 90 to 95; at the meeting a dividend of 1*l.* 10s. per share was declared. Wheal Ludcott, 2½ to 2¾; Wheal Mary Ann, 14½ to 15, ex div. Wheal Seton, 220 to 225; at the meeting a dividend of 4*l.* per share was declared. Wheal Trelawny, 20 to 21; at Boscawen the points in operation are valued at 93*l.* per fm., and 118 tons of ore were sampled in the month. North Devon, 15s. to 20s.; the caunter lode has been cut here, and the agent reports it 2 ft. wide, nearly solid ore. West Frances, 29 to 31, and largely dealt in. West Seton, 185 to 195; at the meeting, held on Tuesday, the accounts showed a profit of 1992*l.* 14s. 2d. on the two months, and a dividend of 4*l.* per share (1600*l.*) was declared, leaving 802*l.* 18s. 10s. in hand. The sales of ore made, and to come to the credit of next account, are—copper, 5082*l.* 7s. 1d.; and tin, 300*l.* The lode in the new shaft sinking below the 90 is worth 7 tons of ore, or 50*l.* per fm.

Great South Tolgus (which had been firmer, as we stated last week, in anticipation of cutting a lode in the 112 cross-cut), rose on Tuesday from 2⅞ to 3½, and leave off 3¼ to 3½, on the receipt of a telegram that the lode had been seen in the 154; the 112 is daily expected to be cut. West Chiverton, 71 to 73; in driving the 80 east, on Valpy's lode, a cross-cut was put out at the end, and intersected the north part of the lode, now worth 100*l.* per fm.; the 80 west, on Williams's lode, for 4 ft. carried, is worth 120*l.* per fm.; the lode altogether is fully 12 ft. big; Elizabeth lode, in the 80 west, is worth 40*l.* per fm., and the mine never looked better; the shaft is down 4 fms. below the 80. Wheal Chiverton shares in demand, at 11 to 11½; Cookney's engine-shaft is down 50 fms. from surface; this shaft is now being sunk on the course of the lode, which has a highly favourable character, being composed of peach, spar, and good stones of lead. A level has been commenced from Cookney's shaft, in the 50, to communicate with Murray's; the lode in the end contains good stones of lead, and presenting favourable indications. There are two points, therefore, in whole ground, where discoveries may be made at an early date. At South Chiverton, another mine worked by the Chiverton party, a lode has been cut, worth 10*l.* per fathom, only 5 fathoms from surface.

On the Stock Exchange a moderate amount of business has been transacted in Mining Shares during the week. The following quotations were officially recorded in British Mining Shares:—East Caradon, 29; East Lovell, 18¼, 18½; Cambrian, ⅞; Great Wheal Vor, 33½, 33, 33¼, 33; Tincroft, 18¼; West Basset, 10¼, 10, 10⅛; East Grenville, 5, 5¼, 5½; Great Laxey, 14¼; Devon Great Consols, 570; Great South Tolgus, 3½, 3; Wheal Ludcott, 2½; Chiverton, 10¾; East Carn Brea, 8¼; Providence, 40; South Wheal Frances, 48. In Colonial Mining Shares the prices were:—Cape, 11⅝, 11, 11⅝; Port Phillip, 1⅛, 1, 1⅛; Worthing, ⅞, 1, ⅞; Yudanamutana, 2⅞, 2¾, 2⅞, 3, 2⅞; Kapunda, 1⅛, 1¼. In Foreign Mining Shares the prices were:—Cobre, 34¾; Pontgibaud, 8; St. John del Rey, 42½, 43½, 44, 44½; Fortuna, 4.

The Pant-y-Buarth and United Lead Mining Company, with a capital of 100,000*l.*, in shares of 10*l.* each, has issued its prospectus, the object of the enterprise being to work the mines of the same name, situated about three miles from Mold, in Flintshire. The locality in which the mines are situated is described as one of the richest for lead in the kingdom, and the neighbouring mines pay large dividends. Some of the lodes of these mines were worked at great profit some years since, giving immense quantities of ore; but the directors of the company then existing were unwilling to expend the amount necessary for erecting proper pumping machinery, the price of lead being then only 6*l.* per ton, and the royalty 1*l.* per ton,

Large quantities of ore were being raised from the several shafts, when the water put a stop to the works, and from one mine alone, the month previous to the stoppage, upwards of 500 tons of ore were sold, and large quantities were ready to be brought up, which can be raised immediately the water is removed, and will at once realise a large profit. The purchase-money is fixed at 18,000*l.*, of which one-fifth is to be paid in cash, and the remainder in shares of the company. The property has been favourably reported upon by Mr. Thomas L. Cottingham, of Mold, and by Mr. Jehu Hitchins, who is "fully impressed with the conviction that, with spirited and economical energetic management, these mines consolidated offer a field of no ordinary character for successful mining enterprise." The prospectus will be found in another column.

The Sardinian Company, with a capital of 100,000*l.*, in shares of 25*l.* each, has issued its propectus, the object of the enterprise being "to develope the resources of the rich and fertile island of Sardinia." It is mentioned that, owing to the increasing want of timber and fuel on the mainland of Italy, these rich woodlands of Sardinia have been, and will long continue, by means of the facilities of transport afforded by the railway, to be a most valuable source of wealth to the island.

The progress during the past week of other undertakings recently introduced, the publication of whose prospectuses has been already announced, is thus reported—The Hydraulic Tube Drawing and Steel Ordnance Company have given notice that the share list will be closed on Saturday next for London, and on the Monday following for the country.—Great North Vor have also been well applied for, and close their list at the same time. The shares are quoted 1 to 1¼ prem. There is very little doing in new companies generally.

At the Swansea Ticketing, on Tuesday, 2344 tons of copper ore were sold, realising 23,048*l.* 11s. 6d. The particulars of the sale were—Average standard, 103*l.* 5s.; average produce, 12¼; average price per ton, 9*l.* 17s.; quantity of fine copper, 284 tons 4 cwts. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Ore cop.
May 24....	1997	£103 10 0	11	£ 9 3 0	£ 83 2 0
June 14....	2344	103 5 0	12⅛	9 17 0	81 2 0

Compared with the last sale, the decline has been in the standard 2*l.*, and in the price per ton of ore about 5s. Of the 2344 tons sold on Tuesday, 1383 tons were British ores, which gave an average produce of 9¼, and sold at an average standard of 104*l.* 2s. 6d.=7*l.* 12s. per ton of ore; the remaining 961 tons were foreign ores, which gave an average produce of 15⅞, and sold at an average standard of 102*l.* 8s. 6d.=13*l.* 1s. per ton of ore. On June 28 there will be offered for sale 2370 tons, from Berehaven, Knockmahon, Cape Ore, Gwalla, Holyford, Connorree, Wallaroo, and elsewhere.

At Dolcoath Mine meeting, on Monday, the accounts for the two months showed a profit of 2535*l.* A dividend of 250*l.* (7*l.* per share) was declared. About the same quantity of tin (173 tons) has been sold as in the previous two months, but the profit is less by nearly 500*l.*, and the dividend diminished by 358*l.*, mainly owing to the fall in tin. The bottom levels are still poor, but the value of the ends is 25*l.* per fathom, and the heights of the tin ground about 56 fms. east, and 50 fms. west. If these levels are extended about 3½ fms. in the two months, the decrease of the tin ground in stock is only 100*l.* in two months, or 600*l.* per year; at this rate the reserves of tin ground will last a considerable time before this old mine is exhausted.

At Wheal Seton meeting, on Monday, the accounts for March and April showed a credit balance of 2250*l.* 8s. 10d. The profit on the two months' working was 2250*l.* 8s. 10d. A dividend of 1584*l.* (4*l.* per share) was declared, and 666*l.* 8s. 10d. carried to credit of next account. Capts. Robert Williams and W. Rowe reported upon the various points of operation.

At the Carn Brea Mine meeting, on June 2, the committee's report stated that the accounts for the year showed a balance of profit of 3398*l.* 12s. 5d., an amount small as compared with former years, but an improvement on the last two years. The committee declared a dividend of 2*l.* per share. The future prospects of the mine depend, to a great extent, upon the price of tin. The average price of Carn Brea tin for 1863 was 65*l.* 18s. 4d., and the price of that sold last month was 61*l.* 15s. The minimum value of the plant, valued as if to be broken up, is 40,000*l.*

At Great Wheal Vor United Mines meeting, on Wednesday (Mr. G. Nonkes in the chair), the accounts made up to the present time showed a credit balance of 6403*l.* A dividend of 12s. per share was declared, leaving a balance of 2859*l.* to be carried forward to the credit of the next account. Details in another column.

At the Wheal Mary Ann meeting, on Tuesday, the accounts for the three months ending March showed a credit balance of 2019*l.* 3s. 9d. A dividend of 812*l.* (10s. per share) was declared. The profit on the workings was 828*l.* 2s. The agents' report is among the Mining Correspondence.

At Great Wheal Fortune meeting, on June 7, the accounts for three months, ending February, showed a credit balance of 1015*l.* 10s. 8d. The profit on the workings had been 1965*l.* 12s. 4d. The applications from Mr. W. Gundry, of London, desiring to treat for a portion of this sett, to be added to West Wheal Vor, were not entertained. There are 49 pitches being worked by 116 men, at an average tribute of 12s. in 1*l.*, tributers being paid 60*l.* per ton for tin; number of men employed on tutwork, 84; kibble fillers and landers, 14; at surface, including smiths, carpenters, enginemen, &c., 52: on the dressing-floors, men, boys, and girls, 260: total, 526. Mr. Robinson, the purser, writes that "the prospects of the mine are considered to be improved, and there are several points of operation which in all probability will, in a few months time, considerably advance the value of the property."

At the East Wheal Vor meeting, yesterday (Mr. Schofield in the chair), the accounts showed a credit balance of 5400*l.* Details in another column.

At West Great Work Mine meeting, on Tuesday, the accounts for the three months ending April showed a debit balance of 1707*l.* 17s. A call of 7s. 6d. per share was made. A resolution was passed, forfeiting 351 shares for non-payment of call; of these, Mr. W. Vivian took 39 shares at the price of the calls, and the remaining 312 shares were extinguished. There will henceforth be 3500 shares; and it is upon this number that the present call is made. Application is to be made for an abatement of the dues. Capt. S. J. Reed reported favourably upon the mine. The purser thus explains the increased cost:—"The charging up the cost of the very excellent engine, manufactured by Messrs. Harvey and Co., of Hayle, and the necessary surface labour, including the erection of the engine and boiler-houses, and other suitable buildings, in addition to our underground operations for the three months, has consequently made a considerable increase to our expenditure. By reason of this outlay, however, we are now placed in a position to develope this mine effectually to a considerable depth."

At the Gawton Copper Mine meeting, yesterday, the accounts showed a debit balance of 89*l.* 8s. 6d. A call of 1s. 6d. per share was made, and the committee of management re-elected.

At the Grambler and St. Aubyn Mine special meeting, on June 8 (Mr. C. J. Lanyon in the chair), Mr. F. W. Dabb was appointed the purser, at a salary of three guineas; and Capt. John Michell was appointed manager, at his former salary of 10 guineas per month. Messrs. W. Michell, R. Michell, J. Hocking, W. McKeand, and W. Nancarrow, were appointed the committee for the ensuing twelve months, to confer with the manager and purser. Messrs. Willyams and Co., the bankers, were requested to honour all cheques drawn on them for and on account of these mines, when signed by two members of the committee, and countersigned by the purser, and that at no time the banking account be overdrawn 500*l.*

At the Great Caradon Mine meeting, yesterday, the accounts showed a credit balance of 26*l.* 14s. 6d. A call of 2s. per share was made, and the committee of management re-elected.

At the Wheal Esther United Tin Mines meeting, on June 7 (Mr. Drew in the chair), the accounts, including May cost, showed a balance of liabilities over assets of 474*l.* 6s. A call of 1s. 6d. per share was made. The committee were authorised to put up, as they deemed most beneficial to the company, the additional stamps which they recommended. The retiring committee were re-elected, with the addition of Mr. Cardell. The report of the agent (Captain T. Rowse) stated that he had no doubt this month would pay cost, and perhaps leave a profit.

At East Wheal Russell meeting, yesterday (Mr. Procter in the chair), a call of 5s. per share was made. Details in another column.

At New Wheal Martha meeting, on Tuesday (Mr. Linford in the chair), it was unanimously resolved to increase the capital of the company from 10,000*l.* to 15,000*l.* by the creation of 5000 new shares of 1*l.* each. Details in another column.

At the Prince of Wales Mine meeting, on Thursday, the accounts showed a cash balance of 43*l.* 17s. 3d. in excess of liabilities—127*l.* 14s. 9d. A call of 6d. per share was made.

At the Bryn Gwiog Mine meeting, on Thursday (Mr. R. Hallett in the chair), the accounts showed a debit balance of 268*l.* 2s. A call of 1*l.* per share was made. A resolution was passed forfeiting the shares in arrears of call. The report of the agents stated that for the next quarter the average returns, they thought, would be about 35 tons per month. The number of hands employed was about 170.

At the Wheal Uny meeting, on Thursday (Mr. Hinds in the chair), the accounts showed a debit balance of 158*l.* 16s. 2d. The report of the agents stated that the returns of tin had fallen off during the past quarter, in consequence of the changing of the pitwork, which had delayed the operations for six weeks out of the quarter. The prospects were looking well in the tin lode, and improvements were expected in the copper lode on the north part. The costs had been more than ordinary, by replacing so much new pitwork, building engine-house, &c.—Mr. Halse enquired if all the extra costs had been charged in the present account?—The Secretary (Mr. Dunsford) replied in the affirmative, and stated that 500*l.* had been charged for the engine, and 290*l.* on account of building engine-house, in addition to which there had been a considerable expenditure an account of the new pitwork, &c. In reply to a question, he further stated it was computed that 70 tons of tin would be returned during the next quarter.—Mr. Halse mentioned that he recently had the mine inspected by Capt. Henry James, who concluded his report by stating that when Wheal Uny was more developed, it would be one of the greatest tin mines in Cornwall. He (Mr. Halse) regarded as important the intersection of the south lode, so recently discovered in East Carn Brea.

At the St. John del Rey Mining Company meeting, to be held on Friday next, the directors' report will show that the monthly produce of gold at Morro Velho, in the year ending March 22, was 476,005 ozts., against 529,193 ozts. in the previous year. The nett profit on working the mines was 63,385*l.* 11s. 4d. Of the 27,765*l.* 13s. 7d. available (adding interest earned) after payment of December dividend, the directors propose to pay another of 27,500*l.* (2*l.* 10s. per share), leaving 265*l.* 13s. 7d. to carry forward on profit and loss account. The loss of gold in treatment has been reduced to 23·94 per cent., and compared with 27·47 per cent. in the previous year. There has been neither sensible increase nor decrease in the mine force during during the year.

NEWCASTLE-ON-TYNE, JUNE 16.—The Mining Market during the pas settlement has been quiet; local shares are nominal. Harwoods are sellers at 17s. 6d. and close at 10s. to 20s. Nether Hearth, 5s. to 10s. East Lovells in fair request; considering the great value in the different points in operation, this mine should make good increase in profits during the present quarter. North Crofty, 4⅛ to 5; the public seem to overlook this mine entirely; its merits are unquestionable, and it is decidedly one of the cheapest shares in the market, at present quotations. Immediate purchases should be made, to realise a large percentage in a short time; the mine is looking well. West Chivertons are cheap at present prices; a great rise will, doubtless, follow the cutting of the 90; but shares should be picked up whilst they may be had low, and held for the event. Chivertons are also worth attention, at 11 to 11⅛. Wentworth Consols, 16 to 17, with about 800*l.* in hand: this mine in a little time is expected to turn out another West Chiverton, so great are the indications for lead at the shallow depth of 16 fms. from surface.—EDWARD BREWIS.

MANCHESTER, JUNE 16.—Prices for mine shares dealt in here have scarcely varied since last week. Hallenbeagle shares continue to command fair attention at the current quotations. Chiverton, 11¼ to 11⅛; Treiawny, 20¼ to 20¾. Great Laxey enquired for at 14 to 14⅛. East Caradon, 29⅛ to 30.

CONTRACT FOR COAL.—The Admiralty require the supply of 1000 tons of South Wales Coal, for the steam-vessels at St. Paul de Loando.

ENGLISH COAL IN AMERICA.—A cargo of 1000 tons of South Leverson gas coal, from Sunderland, was sold by auction, at New York, on May 24, at $13·50 per ton.

RAILWAY COAL TRAFFIC TO LONDON.—A very careful and elaborate analysis of the distribution of the mineral traffic of the Great Northern Railway into London has been made by Mr. Plimsoll, for the information of Lord Stanley's Committee on Metropolitan Railways. A certain period was taken during which the destination of every load of coal leaving the depôt was taken down, the exact distance was subsequently ascertained, and then the weight of the coal tabulated accordingly. The results, which are deeply interesting, and have thrown most unexpectedly a flood of light on the subject of railway coal supply, are shown upon maps engraved by Messrs. Parkin and Bacon, of Sheffield. Upon these maps concentric lines in red are drawn round King's Cross. They are at various radii, as ½ mile, 1 mile, 1½ mile, 2 miles, &c.; and upon the concave surface of each the quantity per cent. delivered between itself and King's Cross, inclusive, is engraved. Thus we find within ½ mile 35 per cent.; within one mile, 55 per cent; 1½ mile. 70 per cent.; and within 2 miles, no less than 87 per cent., or nearly the whole. This radius of two miles does not include nearly the half of London, as it only touches the river, does not cross it at any point, and the whole of the east part of London is also outside it; there are, therefore, two more London's, so to speak, available to the Yorkshire collieries, so far, at least, as King's-cross can now be considered London. As a witness before the Committee mentioned, Mr. Plimsoll accounted for the coal traffic being so local in this way:—The usual load for a horse from a railway station was 2 tons—being in sacks it was neither more nor less. With springs under the van, and a level road, a horse could do this if he could go steadily away with it, but he could not take it up Pentonville hill, to get to the east of London, nor up the approach to Blackfriars-bridge (1 in 25) to reach the south. Equally impossible was it to go *via* London-bridge, as the frequent stoppings and going on again with such a load would shake a horse to pieces; practically, therefore, two miles became the distance within which business was done in the trade. It was, therefore, very desirable to connect the Metropolitan, the North London, and the Great Eastern Railways with the North Kent, the Greenwich, the London and Brighton, and other railways on the south of London, by the proposed East London Railway through the Thames Tunnel, not merely for the advantage of the south-east of London, but also for that of the towns on those railways. Witness did not consider that the gradients of the approaches to the tunnel (1 in 50) too heavy to allow this; it would, of course, be better if an easier gradient could be had, as 1 in 200 absorbed half the motive-power. The remedy was not lighter loads, but more powerful engines. As heavy and heavier gradients than this were in regular operation in Wales; and on the South Yorkshire railway, for example, and on the main line from Leeds northwards. At Holbeck Lane to Wortley junction there was a gradient of 1 in 35, which was continuous for 1¼ mile. The Midland Railway, too, brought a large traffic to London over the Great Northern Railway, from Hitchin; and the gradient from Copenhagen tunnel, on the Great Northern Railway, to the Midland depôt, at St. Pancras, was no less than 1 in 28; no engineering difficulty need, therefore, be apprehended. Witness thought that the necessity for more and better depôts for the accommodation in London of railway coal traffic, hitherto great, was now becoming imperative, owing to the large displacement of seaborne coal traffic which would shortly ensue from the embankment of both sides of the Thames, now in progress. The coal of South Yorkshire was equal in all respects to that of any other district; and, for melting, steam, and manufacturing purposes, superior. Witness had found no difficulty in supplying it to the Government when the specifications restricted the proportion of sulphur present in it to ·075 per cent.

SILVER MINING IN NORWAY.—The property now in the hands of the liquidators of the East Kongsberg Native Silver Mining Company of Norway is proposed to be purchased by a new company, with a capital of 150,000*l.*, the projectors believing most confidently that successful results must attend a more vigorous and scientific development of the property than that adopted by the company now in course of liquidation. It is admitted on all hands that a considerable amount of labour, time, and capital, have been profitlessly expended, and that much inconvenience arose from the encumbered position of the capital of the former company, but the new organisation will enjoy a perfect immunity from the latter most serious objection; and, profiting by the experience of the past, it is to be hoped that the executive will direct their attention more to the economic control of the company's affars than to the expenditure of capital in the adjustment of differences which, if the old company had at its outset been properly organised, would never have arisen. It is affirmed by competent English and Norwegian authorities, that by a systematised development, remunerative results can be easily realised; and reference is made to the extraordinarily productive character of the King's Mines, which are stated to be in precisely the same character of ground as those of the late East Kongsberg Company. It may be remembered that the property was granted by the Norwegian Government to Mr. Lundt. The projectors of the new enterprise propose to offer for the property, plant, &c., 45,296 shares, of which 6300 (fully paid-up) are to be given to the concessionaire, and the remainder (with 1*l.* paid) are to be offered to the other shareholders in the old company.

GREAT NORTH VOR.—The shares in this company have been largely applied for, and are now quoted at 1 to 1¼ premium. The property has been favourably reported upon by practical men, and the purchase-money, 2500*l.* in cash and 3000*l.* in shares, is considered to be small. The Great Vor sett adjoins the old Goldolphin Mine, and is within two miles of a railway; it is immediately surrounded by many celebrated mines, which have given immense profits, as will be seen below. The tin and copper lodes contained in this sett are of the same highly mineralised character as the contiguous lodes, which have been so profitable, and they are all embedded in the congenial killas which forms the basin contained between the Crowan and Godolphin granite ranges. In the opinion of practical miners the celebrated Wheal Vor flookan bisects this sett, heaving the lodes similarly to the Great Wheal Vor lodes, which are, in fact, parallel. The property will be held under a lease of 21 years, at the low royalty of about 1-18th, and is located in the midst of the Breage and Crowan Mines, which in the aggregate have made returns of about 2,000,000*l.* The mines in this district have sold the richest ores of copper and tin in Cornwall.

GEOLOGAL SOCIETY OF LONDON.—June 8: Mr. W. J. Hamilton, President, in the chair. Messrs. Christopher Oakley, Waterloo-place, Pall Mall; George Edward Roberts, Geological Society, Somerset House, and Caversham-road Villas; and the Rev. Henry W. Watson, M.A., Harrow, were elected Fellows. The following communications were read:—

1.—"On the Rhætic Beds and White Lias of Western and Central Somerset, and on the Discovery of a new Fossil Mammal in the Grey Marlstones beneath the Bone-bed," by W. Boyd Dawkins, B.A., F.G.S.

2.—"On the Geological Structure of the Malvern Hills and adjacent District," by Harvey B. Holl, M.D., F.G.S.

Specimens of the new mineral (Langite), a basic sulphate of copper, were exhibited by Prof. Maskelyne, F.G.S.

The next evening meeting of the society will be held on June 22. On Wednesday, the following papers will be read:—1. "On the Fossiliferous Rocks of Forfarshire and their contents," by James Powrie, F.G.S.—2. "On the Reptiliferous Rocks and Footprint-bearing Strata of the North-east of Scotland," by Prof. R. Harkness, F.R.S., F.G.S.—3. "On some Bone and Cave Deposits of the Reindeer Period in the South of France," by John Evans, F.R.S., F.G.S.—4. "On the Silurian Rocks and Granite of the Donetz," by Prof. J. Helmersen: communicated by Sir R. I. Murchison.—5. On a supposed Deposit of Boulder Clay in North Devon," by G. Maw, F.L.S., F.G.S., F.S.A.—6. "On the former Existence of Glaciers in the High Grounds of the South of Scotland," by J. Young.—7. "On the Formation and Preservation of Lakes by Ice-action," by T. Belt: communicated by Prof. A. C. Ramsay, M.A., F.R.S., F.G.S.—8. "On the Geology of Hobart, Tasmania," by S. H. Winkle: communicated by Sir R. I. Murchison, K.C.B.

THE LONDON ASSOCIATION OF FOREMEN ENGINEERS.—The ordinary monthly meeting of members of this society took place at Dr. Johnson's Rooms, Essex-street, Strand. Accidental detention on a railway prevented Mr. J. Newton arriving in time, and Mr. J. M. Oubridge, therefore, occupied the chair on the occasion. Mr. D. Walker, of Messrs. Maudslay, Sons, and Field's establishment, read a very interesting paper on the Screw Propeller. The paper was well received by a crowded meeting, and some mahogany models of screws, made expressly for its illustration by the Hon. Mr. Duncan and Mr. Western, pupils of Messrs. Maudslay and Co., answered well that purpose, and were much praised by those who closely examined them. A discussion, shared in by Messrs. Ives, Briggs, and Ross, followed, but in consequence of the interest of the subject and the lateness of the hour, this was finally adjourned to the next monthly meeting. Mr. Walker then received the well-deserved tribute of a vote of thanks, and the meeting dispersed.

THAMES MARINE OFFICERS TRAINING SHIP.—The distribution of prizes to the cadets on board the *Worcester* will take place on board the ship, off Erith, on June 23, when Mr. Milner Gibson, M.P., will present the prizes, and Mr. Henry Green will take the chair. Many of our leading London shipowners will also give employment to the boys leaving the ship, and to all who have been two years on board. A large company is expected to be present; and a special steamboat has been provided for the conveyance of visitors, to leave Blackwall at 12 o'clock on that day.

CORNISH PUMPING ENGINES.—The number of pumping engines reported for April is 34. They have consumed 2190 tons of coal, and lifted 17·2 million tons of water 10 fms. high. The average duty of the whole is, therefore, 52,900,000 lbs. lifted 1 ft. high, by the consumption of 112 lbs. of coal. The following engines have exceeded the average duty:—

Boscawen—70 in.	Millions 57·3
Chiverton—Cookney's 60 in.	53·0
Cargoll Mines—Michell's 72 in.	58·1
Crane—70 in.	73·5
Dolcoath—Harriett's 60 in.	55·8
Great Wheal Busy—Harvey's 85 in.	62·0
Great Work—Leeds' 60 in.	66·5
New Rosewarne—Phillips's 60·9	60·9
North Wheal Crofty—Trevenson's 80 in.	53·5
South Wheal Frances—Marriott's 75 in.	71·2
West Caradon—Elliot's 50 in.	67·2
West Wheal Seton—Harvey's 85 in.	60·1
Wheal Ludcott—Willcocks' 50 in.	59·6
Wheal Margery—Welsley's 45 in.	57·0
Wheal Seton—Tilly's 70 in.	58·4
Wheal Tremayne—Michell's 60 in.	60·2

THE TIN TRADE.—The directors of the Billiton Company have given notice that henceforth they will sell all their tin by public sale in Batavia, in lots of 25 piculs, upon usual conditions, and without reserve. There will be six public sales annually, but no sale will be held within a month of a preceding sale. There will be at least a fortnight's notice of each sale given; in these the quantity of tin to be sold will be stated, and the tin will be delivered immediately after payment.

MINE ACCIDENT.—In Dolcoath Mine Edward Richards and John Climas were injured by the premature explosion of a hole whilst tamping.

LEAD ORES.

Sold on the 13th June.

Mines.	Tons.	Price per ton.	Purchasers.
Frongoch	70	£14 4 0	Sims, Willyams, & Co.
ditto	70	14 2 0	Walker, Parker, & Co.
East Darren	80	17 9 6	Stock & Co.
Goginan	18	18 2 6	Panther Co.
ditto	7	19 5 6	ditto
ditto	11	13 0 0	ditto
Cwm Erfin	35	18 8 6	ditto
ditto	30	17 9 0	Walker, Parker, & Co.

BLACK TIN.

Sold on the 8th inst.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Wheal Sidney....	4 3 3 10	£65 12 6	£ 275 2 0	—Carvedras.
Sold on the 9th June.				
Pendeen Cons. ..	5 1 1 23	60 0 0	304 7 3	—R. Michell & Co.
ditto	4 19 0 6	60 0 0	297 3 0	—Bolitho & Sons.
Sold on the 14th June.				
Gt. Wh. Vor Utd.	47 9 2 12	—	3155 3 4	— —

COPPER ORES.

Sold at LIVERPOOL, by Mr. James Lewis, on the 6th June.

Mines.	Tons.	Price per ton.	Purchasers.
Knockmahon (ex *Sea Bird*)	84	£4 8 6	J. Radley.
ditto	84	4 8 0	Newton, Keates, & Co.

Sold at LIVERPOOL, by Mr. James Pitcairn Campbell, on the 13th June.

Lot 1 (ex "Augusta")	7	10 8 6	Newton, Keates, & Co.
2 (ex "Egyptian")	60	7 8 6	J. Keys & Son.
3 (ex "Meanda")	29	8 6 6	ditto
ditto ditto	29	8 6 6	St. Helen's Co.
4 ditto	56	7 12 6	J. Keys & Son.
5 (ex "Betty")	38	7 12 6	ditto
6 ditto	34	7 7 6	ditto
7 (ex "British Queen")	54	7 12 6	ditto

COPPER ORES.

Sampled May 25, and sold at Swansea June 24.

Mines.	Tons.	Produce.	Price.
Cobre	104	13¼ ..	£10 15 6
ditto	103	13⅜	10 17 0
ditto	100	13¼	10 16 6
ditto	90	13⅜	10 16 0
ditto	81	13	10 12 6
ditto	54	24½	19 0 6
ditto	16	57¼	48 0 0
ditto	2	36⅜	27 18 0
ditto	57	40	31 16 0
ditto	98	13½	10 17 6
ditto	30	32	25 1 6
ditto	10	9¼	7 14 0
Berehaven	120	10⅛	8 3 6
ditto	75	10¼	8 7 6
ditto	100	10⅛	8 2 0
ditto	44	10⅛	8 6 0
ditto	88	9¾	7 15 0
ditto	7	9⅛	7 11 6
ditto	115	10⅛	8 11 6
Knockmahon .	52	11⅜	9 5 6
ditto	132	11⅜	9 5 0
ditto	36	11¾	9 12 0
ditto	90	12¼	9 19 6
ditto	105	5⅞	4 0 6
Knockmahon.	48	9½	£7 15 6
ditto	45	11⅛	8 19 6
Connorree	100	2⅜	1 17 0
ditto	80	2⅜	1 17 0
West. Aus.	54	15⅛	12 5 0
Min. Assc.	49	14⅞	12 5 0
Spanish Ore..	30	¾	—
ditto	19	1⅜	0 3 0
ditto	8	6¼	3 17 0
Burnt ore....	45	3⅛	2 0 6
Brit. Regulus.	37	36½	29 3 0
Californian ..	29	6⅜	5 0 6
New Cornwall	22	17⅜	14 10 0
Dyfngwm....	14	12⅝	10 2 6
Gourock	9	5¼	3 15 0
ditto	2	12¾	10 5 0
Cronebane ..	15	3½	2 3 0
ditto	9	3⅛	1 18 0
Tigrony	11	4	2 15 0
Cronebane ..	2	27½	20 2 6
Tigrony	2	27½	20 2 6
Cape Ore	3	24¼	19 5 0
Australian ore	3	9⅛	6 15 6

TOTAL PRODUCE.

Cobre	745	£10,712	0 6	New Cornwall	22	£319	0 0
Berehaven	549	4,565	9 6	Dyfngwm	14	141	15 0
Knockmahon	508	4,146	7 0	Gourock	11	54	5 0
Connorree	180	333	0 0	Cronebane	24	49	7 0
Western Austral.	102	1,249	10 0	Tigrony	11	30	5 0
Spanish Ore	57	33	13 0	Cronebane	2	40	5 0
Burnt Ore	45	91	2 6	Tigrony	2	40	5 0
British Regulus..	37	1,078	11 0	Cape Ore	3	57	15 0
Californian	29	145	14 6	Australian Ore	3	20	6 6

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Copper Miners Company	183½	£1543 1 9
Freeman and Co.	234½	2129 15 2
Sims, Willyams, and Co.	339	4971 5 6
Vivian and Sons	511½	4246 19 8
Williams, Foster, and Co.	386	4063 2 6
Mason and Elkington	152¼	1306 3 9
Bankart and Sons	66	998 16 0
Charles Lambert	14	217 5 0
Sweetland, Tuttle, and Co.	165	1384 17 6
Mona Copper Co.	262½	2185 19 8
Total	2344	£23,048 11 6

Copper ores for sale at Swansea, June 28.—Berehaven 100, 90, 121, 104, 80, 78, 112, 62, 110, 100—Knockmahon 90, 55, 99, 41, 81, 28, 93—Cape Ore 103, 87, 72, 71, 43, 6, 7—Gwalla 8, 12, 70, 4, 58, 8—Holyford 14—Connorree Ore 24, 62, 4, 3, 64, 4—Wallaroo 68, 64—Spanish Copper Ore 5, 1—Burnt Ore 64.—Total, 2370 tons.

AVERAGES.

	Produce.	Price.	Standard.
British	9¼	£ 7 12 0	£104 2 6
Foreign	15⅞	13 1 0	102 8 6
Sale	12¼	£ 9 17 0	£103 5 0

Totals—British, 1383; Foreign, 961=2344 tons (21 cwts.)

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	8⅝	£ 7 2 6	£107 19 6
Foreign	27	23 1 0	93 10 6
Sale	11	£ 9 3 0	£103 10 0

Totals—British, 1745; Foreign, 252=1997 tons (21 cwts.)

COPPER ORES.

NO SALE on Thursday last, June 16, 1864.

Copper ores for sale on Thursday next, at the Royal Hotel, Truro.—Mines and parcels.—Devon Great Consols 2033—East Caradon 502—Marke Valley 430—Devon and Cornwall 220—Bedford United 200—Okel Tor 156—Brookwood 148—Wheal Friendship 147—North Robert 62—Wheal Arthur 50—Fursdon 41—Sortridge Consols 35—Oliver's Ore 1.—Total, 4205 tons.

Copper ores for sale on Thursday week, at Tabb's Hotel, Redruth.—Mines and parcels.—South Caradon 560—Phœnix Mines 482—Tywarnhaile 445—West Damsel 380—Great Wheal Busy 354—Clifford Amalgamated 340—Fowey Consols 250—Craddock Moor 184—Glasgow Caradon 170—Great North Downs 149—Boscawen 115—East Wheal Ellen 50—Falmouth and Sperries 30—Eliza Consols 28—East Polmear 27—Wheal Towan 25—North Grambler 20—Grambler and St. Aubyn 16—Visick's precipitate 4—Moyle's ditto 4—Michell's ditto 2—Aver's ditto 2—Pengilley's ditto 1—Collin's ditto 1—Bolitho's ditto 1.—Total, 3640 tons.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

SIR,—Can any of your readers give me information as to the Devon New Copper Mining Company (Limited), late of 16, Barge-yard Chambers, Bucklersbury? Their offices have now been closed for many months.—AN UNFORTUNATE SHAREHOLDER.

EAST PANT-DU MINING COMPANY.—SIR: Noticing in last week's Journal a paragraph relating to this company, and some remarks as to the purchase of the property from Mr. Samuel Merryweather, I, as a late director and shareholder of the Colomendy Mine, now, I believe, forming a part of the East Pant-du sett, *entirely dispute* Mr. Merryweather's power to sell the Colomendy Mine, he having, without the consent of the directors, taken upon himself so to do. There are others interested like myself, who have paid for shares to Mr. Merryweather, and have received no return of any kind. I may inform those interested in the East Pant-du Company (limited) that Mr. Merryweather has no power to sell, and that steps are now being taken towards the establishment of a sound and legal claim to that portion of the property lately described as the Colomendy Mine.—T. E. W. THOMAS: *Pinner's-court, Old Broad-street.*

IMPROVEMENTS IN LOCOMOTIVES.—It will, of course, be understood that the invention of Mr. E. Slaughter, of the Avonside Engine Works, Bristol, described in last week's Journal, is applicable only to underground railways, such as the Metropolitan, the inventor having no idea of applying the condenser to the locomotives of ordinary open railroads.

CAMBRIAN GOLD MINE.—Having noticed the request of one who calls himself "A Shareholder," among the "Notices" of last week's Journal, I, as having now for some time been acquainted to some degree with the mining affairs in this district, take this opportunity to make a few observations on one of the mines alluded to—the Cambrian Gold Mine, and more particularly on the prospects. Judging from the nature of the quartz, which I have often seen carried down to be stamped, I have no hesitation in saying that gold might be obtained from it, provided it be put to the test by being pounded down, and washed in the bates. I come to this conclusion, because when compared it proves to be of the same kind, and almost identical, with that sort of quartz in which gold is visible, and from which it is actually extracted; and more, conjecturing from the nature of the lodes, which, according to the information I have lately received concerning them, have a very promising aspect, as well as from the stuff I myself have seen produced therefrom, I have not the least doubt but that gold will be produced in paying quantities, and that the Cambrian Gold Mine will shortly be numbered among the most flourishing—capable of being compared even with the Clogau itself.—A CONSTANT READER.

NORTH DEVON SILVER-LEAD MINING COMPANY.—May I be allowed to correct an error which crept into the Journal of last week, stating that this company has an office of reference in Threadneedle-street. Mr. Ward recently visited the mine at Combmartin, and can consequently furnish information respecting it. He has also received at his office a magnificent stone of silver-lead ore, weighing about 700 lbs., as stated in the Journal, but the company has no office of reference in London.—THOS. FIDLER, Sec.

BORING MACHINES.—A letter forwarded to Mr. Crease, at the address given in the advertisement, will meet with every attention.

GREAT DEVON AND BEDFORD (Colcharton).—I am sure you will find space for the few words I have to say respecting the quotations of shares in this mine. They are not merely nominal, but venal, for it has come to my knowledge that a person has been for months paying contango heavily upon shares sold, and which he cannot get hold of. To enable him to complete, he has not only quoted at a low premium, but written letters of disparagement to effect his purpose. The shares are well held, and there are, in fact, scarcely any transactions at all, for the holders wisely await results which all who have seen the property feel sure will come. The Devon Great Consols did not reach their first great result until they got to the 40 fathom level.—A LOVER OF FAIR-PLAY.

CAMBORNE VEAN.—How is it the reports of this mine never appear in the Journal? I suppose we shall see enough of it as soon as those interested have done share dealing.—AN OUTSIDER.

VANCOUVER COAL COMPANY.—In your report of the meeting of this company, in the Journal of May 7, there are several inaccuracies. The same person (Mr. Galsworth) is represented as complaining of a 5 per cent. dividend for the half-year, as the company had earned 17 per cent., and, at the same time, saying these profits had not been realised. But it is also said, "the resolution *delaying* the dividend was put and carried," whereas the proper word was *declaring*. This dividend has since been paid; the warrants were issued on May 31. Also, in the first column of the same page, it is stated that the Vancouver Coal Company propose to call a special meeting for authorising the issue of the 3500 unallotted shares, &c.; and the same paragraph further on would lead one to suppose that only one dividend of 5 per cent. could be paid out of the 15 months' working, whereas two have been, and three might have been. But there were no unallotted shares left, and the 3500 were entirely new shares, to rank as the old ones in all respects, and they have all been taken by the shareholders. I hope to see a correction with respect to the dividends made in the last page of the Journal, 10s. having been paid, 5s. in Sept., 1863, and 5s. in May, 1864. I may state the company is most prosperous.—A SHAREHOLDER.

THE CAMBRIAN AND DOLFRWYNOG GOLD MINES.—It strikes me as very strange that "A Shareholder" should make such a request as that which appeared in last week's Journal, on a question concerning which he ought, from the nature of the case, to have been thoroughly acquainted. It seems to me that he does not avail himself of the advantages provided in the *Mining Journal* to gain knowledge of the particulars he referred to, provided his object be to dispel his ignorance. There is a deal of absurdity, and it shows a lack of prudence in one to throw questions of this nature, in so indefinite a manner, before the public, especially while every "shareholder" ought to know that it is his own duty to make all his applications, and that it belongs to the office of the captains and secretary of a company to give such information. In my view of the question, the only circumstance justifying an enquirer to lay a matter of this nature before the public would be the refusal of the officers to give the information required.—G. W. N.: *June 15.*

The insertion of several letters and articles is postponed, to appear in a Supplement to next week's Journal.

WHEAL CREBOR.—In last week's Journal Mr. Lelean states his opinion of Crebor, as follows:—"Crebor is by no means encouraging in its prospects." The public will take this for as much as it is worth, but he ought to state his reasons. In the Journal in February last Mr. Lelean announced the success of his most startling prognostication, as follows:—"As I predicted, they have the cross-course in the shaft at Crebor." A most astounding prediction, considering the shaft was east of the cross-course, and the latter dipping towards it. The mine is looking well, and opening up satisfactorily; it is worked cheaply, and will soon tell for itself. The engine-shaft is sinking below the 96; the cross-course is in the east end of it, and a large orey lode in the bottom. In the 96 west the lode is 5 ft. wide, worth 1 ton of copper ore per fathom, and improving. The 96 east is producing 1 ton of copper ore per fathom—improving, and getting under the rich lode gone down from the 84, reported as 8 tons per fathom, in the bottom of the winze. These things are new since Mr. Lelean referred to the mine last year, and so good as to considerably outweigh Mr. Lelean's remarks in last week's Journal. There are also other good points referred to in the agents's report.—A SHAREHOLDER: *June 15.*

MINING TERMS.—"Y." (Chester) had better purchase our "Glossary of English and Foreign Mining and Smelting Terms" (price 2s.), which can be procured through any bookseller or news agent.

EAST DEL REY—NORTH DEL REY.—I have perused with great interest the letter in last week's Journal from "A Shareholder in both Companies," and in conjunction with him and many others I have looked with some anxiety for an explanation of the circumstances detailed in a letter in the Journal of May 21. Your correspondent points out many advantages that would result in the amalgamation of the above companies. The only disadvantage I can see is in the supervision of the gold works at the mines: to do this *effectually* by one person at one mine is difficult—at two or three impossible. Gold of great value occupies a small space, and passes through various stages and many hands before its realisation. A constant supervision and a variety of checks are, therefore, indispensable. I understand that at the St. John del Rey these are very numerous, and excellently adapted to the purpose. The superintendent himself has nothing to do with the gold, but to scrutinise its security for the benefit of the company. The mine captains, quite independent of him, give an account every ten days of the number of tons of ore crushed, and its value per ton. This confirms the superintendent's account, and is most satisfactory. Why should not similar provisions be adopted in both companies?—A SHAREHOLDER.

IMPROVED MINING MACHINERY.—A recently-formed mining company, about commencing operations on a large scale, are desirous of obtaining information as to the best description of materials and general appliances required. With this view, they propose to give a sum of 20*l.* for a good epitome of the most approved machinery and mechanical apparatus essential for an extensive mining establishment. No elaborate details are required, merely a brief recital of inventions or articles, with their chief points of excellence, names of makers, prices, &c.—the object being to acquire precise particulars of the more recent improvements in mining and mechanical engineering materials before giving out their orders.

[A cheque for the above amount has been handed to the Editor of the *Mining Journal*, who has undertaken to forward all papers received to the donors, and to pay the amount to the writer of the one which they shall deem most deserving of it. It will, of course, be understood that the prize paper will be published in the Journal. All others will be returned, or published, as may be arranged. The desire to procure the most efficient machinery not being by any means confined to those offering the present premium; the Editor will undertake to publish brief mechanical descriptions of any improved apparatus which may have been invented by those not disposed to treat the subject generally, upon being furnished with the necessary particulars.]

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, JUNE 18, 1864.

There is a common saying, "Englishmen make machines, and foreigners write descriptions of them," and certainly a greater proof of its truth, whether we speak of mechanics alone, or of all the numerous branches of engineering science—mining engineering included—could hardly be found than in the advertisement in which is offered, through the MINING JOURNAL, a premium for the best epitome of the most approved machinery and mechanical apparatus essential for an extensive mining establishment. We state a fact which we think no one will be bold enough to contradict, when we say there is no book in the English language which will convey to those engaged in mining pursuits any good idea of the machinery required, either to sink into the earth, extract the mineral therefrom, or to separate the valueless ingredients from the ore after it is brought to the surface, and to purify it for the market. Now, this is a want which is not felt either in Germany or France, for in the languages of both of these countries there are several excellent works on mining, of which the student can avail himself, and from which in a short time he can learn the experiences which it has required years, and it may be centuries, on the part of those who have preceded him to bring to perfection.

Until quite lately we possessed no work in English on metallurgy which could be depended on as an authority, or which was sufficiently acurate in its description of metallurgical processes to act as a guide to either smelter or student. And yet we now see how fallacious was the idea, that we could not describe what we most efficiently practise, since we can no longer complain of a want of a metallurgical authority, for we possess the most perfect work on this science which has as yet been written in any language. We, of course, refer to the two noble books entitled "Dr. PERCY'S Metallurgy." In them we find, as undoubtedly we shall find in those volumes which we hope will follow from the same author, a stupendous mass of matter, which could only be the result of years of diligent study and of wearisome toil. We know full well that in the practical working out of the immense number of analyses with which Dr. PERCY'S books teem, and which so greatly enhance their value, the author must have received great practical aid from his assistants in his official capacity as Professor of Metallurgy at the Royal School of Mines, though we would not for a moment detract from the honour due to the masterly genius which arranged the work as a whole. Yet, we can but express our opinion that if the great scheme for mining education which has been so carefully elaborated at Jermyn-street, and which is now, at last, gaining an important hold on the mining world, had produced no other fruit than "Dr. PERCY'S Metallurgy," we should say the support given to that school by the nation had not been entirely thrown away. If the Professors at Jermyn-street were no other than theorists in the several branches of knowledge they are employed to teach, as some would have us believe, they would never have suited the practical tendency of the day, nor could from one of their staff have emanated so perfect a practical guide to the smelter as the work we have referred to.

We cannot now refrain from expressing a wish (although with due deference we give utterance to it), that the Professor of Mining at Jermyn-street would follow in the steps of his brother professor, and give us a corresponding work on mining, and so confer a lasting benefit on the mining community at large. We have had the pleasure of hearing Mr. SMYTH lecture, and each time it has only made us long that he would publish the results of his mining experiences, for we are convinced there is no man in England more capable of supplying our need in this matter than Mr. WARINGTON SMYTH. Now, what we want is a work which shall give us not only a practical account of all the machinery employed in metalliferous and non-metalliferous mining abroad and at home now-a-days, but also a history of mining—that is, an account of the gradual progress of mining machinery. This latter want is peculiarly apparent in these days, when men are rushing to the Patent Office to secure the exclusive right to a design which they deem new, and which we know in one case was nothing but a clumsy adaptation of the old pestle and mortar. Such a fact as this displays an extraordinary ignorance of the history of mining—an ignorance we should not have to lament so often had we some good work on the subject to appeal to.

Again, those acquainted with mining in Cornwall will allow that as the traveller passes in that county from mine to mine, and from district to district, he finds each bal captain varies the form of his dressing machinery, according to his own peculiar notions, and that he is guided by no rule in their construction, nor in the laying out of his floors generally. Thus, some advocate oblong buddles, others round buddles, some short frames, others long ones, and yet each passes his tinstuff through the same sized stamp grating, and each has the same matrix to separate from his ore, and still each captain will be only too ready to profound a theory which shall prove his own idea the most perfect. Miners there are of great experience we know in England, yet, from the great mistake of their having neglected to record their experiences, we continually see instances of men stumbling over the same errors as did their forefathers before them. It is but as yesterday that a well-known coal mine manager propounded the long-exploded theory that it is more advantageous to course the air in a coal mine in one stream along the workings than to divide it into several streams, yet the slightest historical knowledge on the subject would have shown him that the plan he now proposes as a new one was the common practice 100 years ago—a practice which recent investigation has proved to be the most dangerous of all to the miner.

We have stated that we want a handbook of mining: still we cannot but acknowledge the task of producing it a most difficult one. The author of the work must, of necessity, be a man acquainted with all the mineral districts of the world, to enable him to compare the relative merits of the numerous machines employed in each; and this acquaintance must not be a superficial one, but a thoroughly practical one, and yet this practical knowledge must be combined with powers of generalisation, and, that most rare of all gifts, the power of appreciating the relative importance of the endless variety of ideas submitted to his judgment, unbiassed by any prejudice in favour of a particular one. He must, in short, be a good mechanician, a good mineralogist, and understand enough of geology to appreciate the endless variety of deleterious bodies which the ore-dresser has to separate.

DISCOVERY OF COAL AT SUMATRA.—Discoveries of coal of considerable importance have been made at Sumatra. The bearings were first "recognised" in 1858, but they are only now becoming available. These new coal bearings extend over a superficies of more than 10,000,000 square yards, and have an average thickness of nearly 39½ in. The cubical content of the coal brought to light will thus be seen to be very great. The bearings form a series of hills from 20 to 25 miles from the chief town of the Bencoulen district, and they are situated in a rough, uneven country, divided by numerous torrents, which render access to it difficult; it may be added that they are on the western spur of the mountain chain which divides the island throughout its length. Some experiments with the Su-

matra coal have been made at Cherbourg, by order of His Excellency the Comte Chasseloup-Laubat, and the properties of the new combustible—now utilised by vessels of the Dutch Navy which touch at Bencoulen—have been closely scrutinised. The principal bearings are situated near the Kamooning torrent, not far from the small river of Kindanbati. Four explorations made at this point indicated the following results:—First bed, under water, 5 ft. thick; second bed, coal and clay alternating, 11 ft. 4 in. thick; third bed, coal and clay alternating, 5 ft. thick; fourth bed, coal and clay alternating, 15 ft. 8 in. thick. The coast of Bencoulen, exposed to all the violence of the sea and wind, would be a serious obstacle, as it only offers insecure and uncertain anchorage; and the roadstead created artificially at the embouchure of the Bencoulen river, by means of a jetty, has been nearly filled up by the sand which the river discharges. Extraordinary works would be necessary to render the spot efficiently available; and it would, perhaps, be desirable to follow the road, which is nearly in a working condition, established along the coast from Bencoulen to the bay of Poulo. This bay is tolerably extensive, but various works are required to be carried out in it. The distance from Bencoulen to the bay of Poulo is 11½ miles, and the nature of the country would not offer serious difficulties for the construction of a railway, which must be carried out in order to put the river and the point of embarkation in prompt and regular communication with each other.

THE SLATE TRADE—WELSH AND IRISH SLATE.

Great attention is at present directed to Irish slates, in consequence of the announcement that slates of a quality equal to the best slates of the Festiniog district of North Wales can be produced at half the cost of the least expensively managed quarry in the principality. Most of the Welsh slate quarries are situated some distance from the port of shipment, and it not unfrequently happens that much inconvenience arises from the *debris*, for the deposit of which heavy surface rent has to be paid; whilst there are Irish quarries where the slate may be worked from the face of the cliff, and put on board vessels from a quay at the mouth of the quarries open to the sea, and the waste can be cast into the ocean as fast as created. The subjoined are comparative lists of prices of Welsh and Irish slates at the quarries, from which it will be seen that a vast economy may be effected by employing the latter slates, even where the distance to which they have to be carried is so far increased as to involve a larger outlay for freight:—

NEW CRAIG DDU QUARRY, FESTINIOG, NORTH WALES.

Description.	Sizes.	First quality.	Second quality.
Princess	24 × 14	215s.	170s.
Duchess	24 × 12	180s.	142s.
Small duchess	22 × 12	150s.	115s.
Marchioness	22 × 11	135s.	105s.
Countess	20 × 10	122s.	88s.
Wide viscountess	18 × 10	90s.	60s.
Viscountess	18 × 9	75s.	57s. 6d.
Wide ladies	16 × 10	70s.	55s.
Ladies	16 × 8	52s.	41s.
Small ladies	14 × 8	35s.	29s.
Doubles	14 × 7	25s.	23s.
Singles	13 × 6½	20s.	—

PENRHYN QUARRY, BANGOR, NORTH WALES.

Duchess	24 × 12	170s.	132s.
Small duchess	22 × 12	132s.	105s.
Countess	20 × 10	112s.	80s.
Wide viscountess	18 × 10	80s.	54s.
Wide ladies	16 × 10	62s.	48s.
Ladies	16 × 8	49s.	36s.
Square ladies	14 × 12	49s.	33s. 6d.
Small ladies	14 × 8	33s.	27s.
Wide singles	13 × 10	36s.	25s.
Singles	13 × 7	20s.	18s.
Smalls	12 × 8	18s.	16s.

BANTRY BAY QUARRY, COUNTY CORK, IRELAND.

Princess	24 × 14	100s.	90s.
Duchess	24 × 12	90s.	80s.
Small duchess	22 × 12	80s.	70s.
Small duchess	22 × 11	70s.	65s.
Countess	20 × 10	65s.	60s.
Countess	18 × 12	60s.	50s.
Wide viscountess	18 × 10	50s.	45s.
Wide ladies	16 × 10	45s.	40s.
Wide ladies	15 × 10	40s.	30s.
Sundries	—	15s.	—

COLLIERY ACCIDENTS RELIEF SOCIETIES.

A society has been projected for North Staffordshire which, to judge from the prospectus, will be worthy of imitation in the mining districts generally; it is proposed that the subscribers shall have the right of recommending persons eligible for relief in proportion to the amount of their donations, and that bodies of workmen subscribing may exercise that right by one or more persons appointed by them as their representatives. The new society—the Colliery Accidents Relief Society for North Staffordshire—is intended to become the permanent society of which the proportion of the Hartley surplus allotted to the district is to form the first contribution. The committee of the Hartley Relief Fund have, from the surplus in their hands, appropriated and paid the sum of 656*l.* 11s. to the district of North Staffordshire, and this sum has been now invested in Five per Cent. India Stock, in the joint names of Messrs. W. T. COPELAND, M.P., R. H. HAYWOOD, and J. A. WISE, and a temporary committee has been formed to establish a North Staffordshire Colliery Accidents Relief Society. This committee consists of Mr. SMITH CHILD, the Chief Bailiffs of Burslem, Fenton, Longton, Stoke, and Tunstall, the Mayors of Hanley and Newcastle, the Trustees above named, the Government Inspector for the district, and three gentlemen representing the North Staffordshire Coal and Ironmasters Association—Messrs. HEATHCOTE, TYNDALL, and WRAGGE. Mr. SMITH CHILD has generously offered to contribute 500*l.* towards the establishment of such a permanent institution, on condition that at least 1200*l.* be raised in the district in addition to his own donation and to the sum arising from the surplus of the Hartley Relief Fund. The honorary secretaryship has been temporarily undertaken by Mr. R. HORTON WYNNE, and there is every reason to anticipate that the project will be brought to a successful issue.

It is intended that the rules shall be settled at the first meeting of the society, but a sketch is submitted explaining generally the views of the committee as to what they deem desirable. It is proposed—

That donors and subscribers to the society shall have the right of recommending persons eligible for relief, such right to be regulated in proportion to the amount of the donations or subscriptions, in a somewhat similar manner to the mode adopted by the North Staffordshire Infirmary.

That colliery accidents shall be held to include accidents at ironstone pits within the district.

That recommendations shall be either positive, after the subscriber has satisfied himself or herself as to merits of the case, or provisional, subject to enquiry by the society.

That recommendations shall be for a fixed weekly allowance for a fixed number of weeks; or, if considered more desirable, there may be two or more denominations of recommendations, having each a different value.

That the forms of recommendation to which each donor or subscriber is entitled shall be issued to him or her each year, and that such as are not used within the year shall lapse to the society, and the value thereof be added to its capital.

That the affairs of the society shall be under the management of a committee, to be appointed by the donors and subscribers; and that there shall be an officer of the society, paid for his services, who shall pay the allowances at places convenient to the recipients; and in the case of provisional recommendations shall make the necessary enquiries, and who shall keep proper books of the society's accounts.

That bodies of workpeople, as well as individuals, shall be eligible as donors or subscribers, in the name or names of some person or persons appointed by them, who shall be entitled, on their behalf, to the same rights as would be accorded to an individual donor or subscriber of like amount.

The contribution of Mr. SMITH CHILD being conditional upon the liberality of others in the district, it is to hoped that the public and the working colliers will exert themselves to secure the subscription of the necessary sum which will ensure the successful establishment of a most useful institution. That there are many benevolent persons in the district who will be glad to avail themselves of the society for the administration of relief to sufferers by colliery accidents; and it is believed that the colliers will unite to contribute to the society, and to aid their unfortunate fellow-workmen, or their families, through its instrumentality, in preference to the plan of making a collection for the purpose on the next following pay day, and handing it over in one sum; a plan which is admitted to be open to many serious objections. It is urged that, although many proprietors of collieries in the district afford generous aid to their own workpeople, under circumstances of suffering arising from accidents, there are still numerous cases not reached or adequately aided; and the Government Inspector of Mines, while bearing testimony to the liberality of many employers, earnestly advocates an appeal to the general public for aid, by means of such a society as that now proposed. That there is every inducement for the colliers to exert themselves is obvious, since by the success of the project the operations of the relief fund will be commenced with nearly four times the sum at present in hand from the Hartley surplus; whilst, in the event of the 1200*l.* not being subscribed, there will be no collection whatever, and the 656*l.* 11s. will be the only sum available—a sum too small in amount to be of any permanent utility to accomplish the object in view.

MINERAL RESOURCES OF SARDINIA.

From the earliest ages Sardinia has been favourably known for its mineral wealth, but it is only recently that the attention of English capitalists has been directed to it. Some twelve months since we alluded to the formation of the Sardinian Mining Company, and another company, which also proposes to give some attention to mining in the island—the Sardinian Company—with a capital of 100,000*l.*, in shares of 25*l.* each, has now been inaugurated. It is mentioned that Sardinia produces all the staples of a semi-tropical climate—cotton, tobacco, fruits, wines, and grain of every description, the cultivation of which, with the aid of capital, modern implements, and machinery, might be increased to an immense extent. General trading, land, and mining operations will form important branches of the company's business, and the directors have already provisionally secured (subject to confirmation by a meeting of shareholders, to be held as soon as convenient after the allotment of shares) some valuable properties, with great capabilities, together with the services of a thoroughly efficient staff, which will be under the direction of a gentleman having the experience of many years' trading and residence in the island. It appears that the evil of the extent of commonage heretofore claimed and exercised throughout the island has been removed by the operation of the General Enclosure Act, which came into force in 1863. This has settled the long-vexed question of communal and crown lands to the entire satisfaction of all locally interested. The vast excavations and heaps of scoriæ still visible afford ample testimony to the extent of the operations carried on by the ancients. Silver was found in considerable quantities in former times, but it is now only obtained by extraction from lead, the ores of which metal are profusely scattered over various parts of the island. Lead mines are, indeed, almost the only mines now worked, and very favourable reports upon them have from time to time been published.

In his report to the Foreign Office, in 1860, Mr. Sackville West (the Secretary of Legation at Turin) remarked that the export of galena from Sardinia had increased from 5260 tons in 1856, to 14,607 tons in 1859; and he adds that this return shows that the produce of the mines of Sardinia might form a most valuable item in its exports, but the want of capital among many of the companies engaged in mining, and the want of spirit, system, and scientific and practical knowledge among all, greatly retard the development of their produce. More recently, in 1862, a writer of undoubted authority upon Italian mining affairs—Mr. W. Page Jervis—wrote in the *Mining Journal* that "the number of lead mines in Sardinia might be very great, and the desirability of soon turning them to account is unquestionable. Roads are still deficent, and the islanders laugh at the comforts of life, which they must be taught to appreciate before they can be roused from their proverbial lethargy. Sardinia used to be called by the Romans the granary of Europe; they also possessed extensive mines there. Roman lead slags abound in the island, attesting their great perseverance for centuries. One of the most interesting features connected with the prospects of Sardinia is the new industry which has sprung up, by the smelting of these ancient slags by several gentlemen, among whom the first was Sig. Serfieri, followed by his partner, M. Bouquet, as well as by Count Beltrami, Sig. Melis, and others. The lead ores of Sardinia are not always very rich in silver, but many of the veins are extensive and large. Monteponi Mines produce carbonate and sulphate of lead, in addition to magnificent galena. No less than 15,000 tons of lead ore were raised in Sardinia in 1861. Among the chief mines—

Monteponi produced about	Tons	6380
Montivecchio	"	2740
Ingustusu	"	1490
Gennamari	"	195
Reigraxius (1860)	"	160

Still more recently, Mr. J. Howard Blackwell inspected the property of the Sardinian Mining Company, and in his report stated that in the valley below St. Benedetto, and upon the part of the estate towards Iglesias, is a large mineral vein of soft brown hematite, with galena scattered through it in small quantities; the vein can be seen for a considerable distance, and is well worth exploring. Beyond this vein, at the foot of the mountain, are a large number of old surface workings for lead. A small vein in their immediate neighbourhood, that had been worked at the surface like the rest, has been followed down to a depth of about 60 yards by the owner of the estate, and is now being worked to a profit; this vein at the lowest part reached is about a yard wide, contains carbonate of lime and barytes, with a little percentage of iron and clay. There are from 8 to 10 in. of galena, of very good quality, quite pure, and free from intermixture of other mineral. The vein is soft and easily worked, and of much better quality than it was at the surface. On the slope of the mountain, above this vein, are again a number of old workings; a level has been commenced to intersect some of the lodes, but only carried a few yards. Higher up another level has been commenced, and shows at its mouth a vein about a yard wide, with 4 or 5 inches of galena; higher up again two large vein can be distinctly traced upon the surface. Beyond St. Benedetto, towards Domas Novas, is the property of Merganai, forming the opposite side of the same mountain. Here also are a great number of old workings at various points; a level or drift has been commenced near the base of the mountain, to prove some of the lodes on which are the old workings higher up. It has been carried about 70 yards, but must be continued 80 or 100 yards further to reach the lodes. Beyond Merganai again, and close to Domas Novas, is the mountain of St. Giovanni. Old workings are found here, and a vein has been opened about 1½ yard wide, showing a string of galena mixed with quartz of about 10 inches. To sum up, the whole of these properties consist of the mineral-bearing limestone; they are in the very centre of the mining district, having the valuable mines of Monte Poni on the west, and Aqua Cotta on the east. He observes, further, that there is every indication of valuable lodes besides those already being worked, and he recommended operations on a large scale, which he had no doubt would realise large profits.

Although the lead mines are, as already stated, almost the only ones now worked, it is considered that the veins of silver, copper, zinc, antimony, and other metallic ores, are found in various parts of the island. Tradition asserts that gold was formerly extracted, but none is now worked, but there is an abundance of iron ores rich in metal of the best quality, and both anthracite and bituminous coal of various quality is found in close proximity to some of the richest deposits of iron ore. Means of transport for the minerals to the coast are essential to the development of these latent but most valuable resources, and by the railway now in course of construction they will be adequately provided; and it is not too much to expect that the mineral exports of the island will go on augmenting at even a greater ratio than during the last six years, confessedly large as that has been. The usual terms upon which mining properties are held in Sardinia are a direct lease from the Government, under which no royalty or rental of any kind is payable, beyond the Government tax of 3 per cent. upon the mineral produced, so that every facility exists for profitably working the mines.

FOREIGN MINING AND METALLURGY.

The reduction which has taken place in the rate of discount, and the improved tone of the monetary market, must be favourable to the prosecution of great enterprises, and the conclusion of some important contracts for rails is anticipated at Charleroi. The current of affairs may be said to be still good in Belgium, work being everywhere abundant, while there are numerous and sufficient orders on hand. Several Belgian collieries have concluded some important contracts with forgemasters. Thus, the Bonne Esperance Colliery has engaged to supply 60 tons per day to MM. de Dorlodot, and the Poirier Colliery 100 tons per day to the same firm. These affairs have, however, been concluded at a slight reduction upon the terms of last year. At one of the sittings of the Chamber of Representatives last week, the Minister of Finance, referring to a petition soliciting a reduction of tolls on the Charleroi Canal, announced that the whole subject of a reduction of tolls had been submitted to a commission charged with the task of studying it. It appears from official returns that during the first four months of 1864 the imports of coal into Belgium amounted to 22,527 tons, against 26,486 tons in the corresponding period of 1863. The exports remain at about the same point as during 1862 and 1863; thus in the first four months of 1864 they reached an aggregate of 1,047,450 tons. As we are becoming statistical, we may append the following return, showing the imports and exports of iron, steel, &c., into and from Belgium during the first four months of 1864.

First with regard to imports:—	1864.	1863.	1862.
Unworked steel ..... Tons	861	633	603
Iron minerals	55,519	56,928	28,314
Rough pig and old iron	1,782	1,947	710
Nails	27	26	11
Iron wire	157	130	114
Rails	—	1	—
Plates	2	16	2
Other iron	379	248	324
Worked pig	38	33	23
Works in beaten iron	166	165	117
Engines and machinery	919	1,345	897
The exports stand thus—			
Unworked steel ..... Tons	25	44	22
Iron minerals	55,635	76,746	66,858
Rough pig and old iron	9,792	10,643	12,484
Nails	4,861	4,771	5,000
Iron wire	507	120	356
Rails	18,797	14,149	8,439
Plates	5,112	2,555	2,556
Other iron	10,720	10,174	5,397
Worked pig	1,329	129	334
Works in beaten iron	709	366	301
Engines and machinery	2,704	3,714	3,500

These figures, which are generally satisfactory, speak for themselves. It will be seen that a large increase has taken place this year in rails, plates, worked pig, &c., fully confirming the reports made under this head as to the condition of metallurgy in Belgium.

At St. Dizier affairs remain very quiet as regards pig, and are also in a languishing state as regards iron. Quotations continue to present so little change that they may be almost said to be stereotyped. Pig has only a nominal quotation, at former rates, that is 4*l.* 12s. to 4*l.* 14s. per ton for charcoal-made. The sale of iron is limited to the strict wants of purchasers. First-class rolled merchants' irons have made 9*l.* to 9*l.* 4s. per ton, with a scale of 4s. to 8s. per ton per class; first-class sheets, 9*l.* 16s. to 10*l.* 4s., with a scale of 12s. to 16s. per ton; and special irons 9*l.* to 9*l.* 4s. per ton, with a scale of 4s. to 8s. per class. Hammered irons, 10*l.* 4s. to 10*l.* 8s. per ton (merchants' bars). Advices received from the Nord group state that the situation of the metallurgical works of that district has not changed, and that the various establishments are scarcely sufficiently provided with orders. The works of a canal lateral to the Marne will, it is stated, be continued this year with redoubled activity. It will be recollected that the St. Dizier Canal was decreed some time since to assist Haute-Marnaise industry to support the reaction of the reduction of customs' duties, but the funds allowed hitherto for the works have been insufficient: in five months we shall enter into the second period of the Treaty of Commerce, which brings with it a fresh reduction of duties; but, with the sums devoted annually to the work by the State, it would not be before four years that this means of communication would be turned to profitable account. It is stated, however, that a certain number of industrials of the Lower Marne, the Blaise, and the Nord have just adopted a combination, in accordance with which funds will be advanced in common for hastening the execution of the canal. By October, 1865, it is understood that the portion of the canal between Vitry and St. Dizier might be made available. In the Moselle group the activity noted is sustained, and the rise effected some days since has been entirely accepted by purchasers. English pig has been abandoned on the St. Dizier market, in consequence of its dearness. Notwithstanding some reductions which have recently taken place in it, its cost price is still 4*l.* 10s. 9d. to 4*l.* 11s. 6d. per ton, a rate which is quite out of the question when the mixed pig of the district, of a quality superior to that of Cleveland, can be obtained at 4*l.* 4s. per ton, while charcoal-made St. Dizier pig stands at nearly the same point as the coke-made products of England. One establishment, the Closmortier Works, has resumed the fabrication of pig for casting purposes, which it had been obliged to suspend in consequence of the competition of Scotch pig. The Closmortier works have just sold a lot at 5*l.* 16s. for No. 1, a price which testifies in favour of the quality of the article when Gartsherrie No. 1 is worth 4*l.* 18s. in the French ports of the Channel, or 5*l.* 8s. 9d. at St. Dizier.

A report by M. Muller, consul of Belgium, at Stettin, contains the following paragraph, with reference to the iron trade of Prussia:—"The importation of rough iron into Prussia amounted, in 1863, to 80,000 tons, and exceeded by 3750 tons the imports of 1862; of worked pig the imports were 9500 tons, instead of 5600 tons in the preceding year. As a general rule, affairs in metals acquired a great development in Prussia in 1863. Merchants and manufacturers using iron complain, however, that independently of the import duty established with a view to the protection of native industry"—a favourite phrase in England, by-the-bye, 15 or 20 years since—"the latter is also favoured by differential railway tariffs. Thus, the rate charged for iron in general is 3½d. per quintal per German mile"—the German miles are preciously long ones—"while it is only 1d. for iron proceeding from the mines and ironworks of Silesia. All complaints with a view to the suppression of this grievance have proved fruitless."

At Havre, a fall in Chilian copper has made further progress. According to the circular of a broker, this fall results principally from numerous deliveries from the Southern Seas, and important offers made on the spot by England. Speculation which has confidence in the future profits from this situation, and makes numerous purchases. Thus, during the past week 145 tons, then 85 tons, and finally 25 tons, have been successfully dealt in at 88*l.*; the last reports announce—vaguely, it is true—that some transactions have been concluded at 87*l.*, but we learn that they are limited to a lot of 5 tons. A lot of 50 tons, to be delivered in the second fortnight of August, subsequently changed hands at 88*l.* It is not probable that prices will descend below this point, the more recent advices from Chili being a little firmer, and announcing an almost complete absence of freights, as well as the bad season, which checks the works of mines. In United States copper the transactions concluded at Havre during May were very insignificant; about 13 tons Lake Quincy and Cliff have been dealt in at 116*l.* The stock is now composed of 6 tons Minesota, 55½ tons Quincy and Cliff, and 35 tons Baltimore and Bergen Port; these two latter descriptions are almost completely neglected. At Marseilles, Spanish copper remains quoted at 96*l.*; rolled red copper for sheathing, at 108*l.*; and yellow ditto, at 96*l.* per ton. Copper from Russian sources of supply is in much demand at Hamburg, and is held firmly in consequence of the rise in prices at St. Petersburg; there is also a little more enquiry for various other sorts, but the transactions concluded are not very numerous. Berlin has been quiet, and there has been little activity in the demand. The Cologne market has remained without change. The *Moniteur Belge* has just published a table showing the commercial movement of Belgium with foreign countries during the first four months of the year 1864. From this document it appears that the imports of raw copper amounted to 324 tons, against 956 tons in the corresponding period of the year 1863, while the exports were 30 tons in the first four months of 1864, against 222 tons in the corresponding period of the year 1863. The announcement of the public sale of tin, fixed by the Netherlands Society of Commerce for the 29th of this month, has produced an unfavourable impression on the markets of Amsterdam and Rotterdam; the article, which had slightly improved, has again retrograded, and some sales have been mentioned during the last few days at 66 fls. The quantities which will be offered at the public sale amount to 138,100 ingots of Banca tin, against 119,092 ingots in 1863, and may be disposed as follows:—60,000 blocks at Rotterdam, 59,000 blocks at Amsterdam, 5600 blocks at Dordrecht, 6300 blocks at Schiedam, and 7200 blocks at Middelburg. It is to be remarked that during the past year the price of Banca tin has successively fallen from 76 fls. to 66 fls., in consequence of the increase in the arrivals and stock, which now amounts to 42,278 ingots, against 34,692 ingots in 1863. The same prices are maintained at Paris for English tin and Banca; Detroit, which has slightly risen, is quoted at 116*l.* At Hamburg the article has been little sought after, and prices have been nominal, while Berlin and Cologne have remained without variation. Some blocks of Banca have found purchasers for consumption at Antwerp at about 74 fls. The Portuguese Government puts in adjudication up to September 9 the mines of tin situated at Minte do Cabeço and Cabeço de Rapozo, in the Braganza district. At Paris prices of rough French lead have fallen to 22*l.* 8s., Spanish to 22*l.* 12s., and rolled to 24*l.* During the last week or two affairs have almost stopped at Havre, the augmentation in the United States Customs' duties having completely checked exports; the imports comprise 13,244 saumons and 3000 tons of old lead. Stolberg has been firm at Rotterdam at from 12¼ fls. to 12½ fls., with little stock. The same situation has obtained at Hamburg; prices have been tolderably firm, in consequence of the smallness of the stock, but for large parcels to be delivered there would be sellers at prices below the quoted rates. According to the statistics collected as to the commercial movement of Belgium during the first four months of 1864, it appears that the imports of rough and rolled lead amounted to 2546 tons, against 1104 tons in the corresponding period of 1863, and the exports to 3060 tons, against 1891 tons in 1863. At Paris, zinc continues its ascensional movement, and has been carried to 25*l.* 4s. per ton (warrants), while the rolled zinc of the Vieille Montagne Company makes 30*l.* per ton. On the Hamburg market zinc remains in favour, and continues to be dealt in at advancing rates. At Breslau a disposeable stock of zinc makes default, and it would be difficult to purchase even at higher rates. A report of the Belgian Consul, at Stettin, gives the following information:—"The constantly increasing exportation of zinc attained, in 1863, the following totals:—Rough zinc 381 tons, against 311 tons in 1862; rolled zinc 70 tons, against 24 tons in 1862." England received the greatest part of these exports—viz., about 265 tons.

The Austrian Crédit Mobilier has just resumed the working of the salt mines in Hungary. To this step, as well as to the adoption of new statutes, is attributed a rise which has lately been established in the stock of the Crédit. To group together one or two other items of miscellaneous information, we may add that the Société de la Nouvelle-Montagne is paying a dividend of 1*l.* 5s. per entire share, and 5s. per fifth share. The dividend of the Nord de Charleroi Collieries Company for 1863 has been fixed at 1*l.* per share, half payable June 30 and half Dec. 31. The dividend of the Bleyberg-es-Montzen Mines and Foundries Company, for 1863, has been fixed at 5*l.* 4s. per share. The Royal Asturian Mining Company (Spain) will pay 5s. 10d. per share on July 1, as the dividend for 1863. The Société Nouvelle des Forges et Chantiers de la Mediterranée is also paying 2*l.* 16s. per share, the balance of the dividend for 1863. The annual meetings are announced of the Cotiadios Zinc, Collieries, &c., Company, the Courcelles-Nord Colliery Company, &c.

REPORT FROM NORTHUMBERLAND AND DURHAM.

JUNE 16.—The Coal and other staple trades of the district continue good; the prices of iron are, however, rather drooping, and the stocks of pigs still continue to increase. At the meeting of the Tyne Commissioners, on Thursday last, the long-vexed question of the sea-docks, near the mouth of the Tyne, may be considered to have been finally settled. The mode in which the money is to be raised and guaranteed by the coalowners, railway proprietors, and others, was clearly pointed out by the Chairman, Mr. Cowen; and all the difficulties in the way, which at one time appeared to be insuperable, now seem to be satisfactorily disposed of. The sum required to complete the docks, according to the Parliamentary plan of Mr. Ure, is 350,000*l.*, and it is understood that this plan will be adhered to, as the depth of water on the Bar is rapidly increasing, consequent on the formation of the piers, and liberal dredging operations. The formation of those docks will give accommodation to the largest vessels afloat, and the Tyne will, consequently, be vastly raised on the scale as a seaport. It was finally settled at the meeting referred to, the members of the commission being nearly unanimous on the subject, that the foundation stone of the new docks be laid on the 23d of the present month, and the erection of the south wall of the dock will be immediately proceeded with. Great rejoicings are expected to take place at North Shields on the day when the interesting ceremony takes place.

Now that there is a prospect of real service being performed by a Coal-Cutting Machine, it is, perhaps, only natural that a dispute should arise as to the authorship of the successful machine. Various machines have been tried for the purpose of working coal, extending over a period of, we believe, nearly 80 years. The first account we have of a machine of this kind in the northern district is a sort of tradition of an "iron man," the invention of Willie Brown, a mining engineer, who flourished about that period—that is, 80 years back. But this, like many other attempts, was doomed to failure. A machine of this kind was also invented about eight or ten years ago, by Mr. Johnston, a Newcastle engineer, and this machine possessed great merit, but it also, after a pretty long trial, mainly at the Broomhill Colliery, was laid aside.

The invention of Messrs. Ridley and Co. is, without doubt, the first machine of the kind which has proved of real practical utility. It has, indeed, in every respect the look of a machine calculated to perform real work, as the pick is used in exactly a similar manner to the mode adopted by a man in working, while the force and rapidity it possesses can only be limited by the powers of steam, which, of course, must far exceed the muscular power of a man. The only real obstacle to its introduction, indeed, appears to be—Firstly, the use of long-wall working in hard coal seams, so as to get a good face for the working of the machine; and, secondly, the conveyance of the motive-power (compressed air) in pipes to the point where the machine is required. The great extent of some coal mines will, perhaps, render the second objection a serious one in some cases, but we cannot suppose in the majority of cases that any insuperable difficulty will be met with. The first objection can easily be removed by changing the mode of working. Many coal-cutting machines tried formerly—the majority, indeed, we believe—were constructed on the principle of saws or cutters, some being circular saws, and others differently constructed, but all intended to saw or cut the coal in a similar manner to the mode adopted in cutting wood. All machines on this principle have, we believe, failed, and will in future fail.

The machine of Messrs. Ridley and Co. proceeds on a different principle, and, we believe, a correct one; and it will, there is no doubt, ultimately succeed to a very great extent. Should the pipes be laid into the workings of a colliery for the purpose of working this machine, it is considered by some that the motive-power could also be applied with great effect for another purpose—in order to drive tunnels or drifts through hard stratum

on the occurrence of faults. In every extensive colliery drifts of this kind have to be executed, and the expense of driving these tunnels is always great; so that if a power of this kind could be applied for the purpose of drilling the holes for blasting, &c., the expense in these cases would be very materially diminished; and also a tunnel of this kind would be executed in a much shorter time. By the present mode of driving these tunnels the rate of progress rarely exceeds 5 yards per week, but by the mode alluded to above this speed might, it is thought, be easily doubled, which would give a most important advantage.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

JUNE 16.—On the whole, there is a rather better feeling in the Iron Trade, and several makers report that they have more orders for manufactured iron. There is not much doing in pig-iron, but a few are beginning to buy, and there is rather more confidence. The notice for the reduction of colliers' wages in the thin mine district has been followed by a similar notice in the Dudley district of a fall of 6d. per day in the wages of thick coal, and 3d. per day in those of thin coal miners. In the coal field extending from Wolverhampton to Cannock Chase the notices expire on Saturday next. There were too great meetings of miners on Monday, but the general impression is that there will be no protracted strike.

No reduction of the trade price of iron is at all likely at the Preliminary Meeting at the end of the present month. It must be remembered that the late advances in the price of iron were directly the result of a strike of puddlers, whose demands for an increase of wages were acceded to. There can be no doubt that, owing to the long continuance of low prices for iron, and the consequent low rate of wages paid, men have not gone gone to puddling for some years as numerously as they formerly did. The creation of new iron districts has caused a great demand for these men, whose numbers have also been somewhat reduced by emigration to America, and hence at the present moment, with the indisposition to work more than about three-fourths full time, there is really rather a want than a superabundance of this class of workmen. Hence, even if iron were reduced, their wages could not be, except after a long struggle, so that there is really no object in altering the trade rates, although a good many have to sell for less money. Again, there is reason to think that a good demand for iron will be felt this year, especially that the Americans must buy largely, whatever the price their tariff may raise iron to, so long as the war is carried on at the present rate. Railways will cause a considerable demand, and if the Danish imbroglio were once put an end to, a good trade would be all but certain.

At the Wolverhampton Police Court, on Friday, Mr. Alfred Boukley, manager of the Tipton Moat Colliery, was fined 5*l.* and costs for not having an adequate brake to the winding-engine, and a like sum for not having an indicator in the engine-house, to show the position of the lode in the shaft; and another 5*l.* and costs for not fencing a fly-wheel attached to a pump. Mr. J. E. Howel was fined 2*l.* and costs for not having special rules for his Tibbington Colliery, near Wednesbury, and Mr. Hodgkins, of the Lea Brook Colliery, near the same place, was fined 10*l.* and costs for neglecting to fence a pit shaft. In all these cases the parties had been repeatedly remonstrated with, and they were liable for other instances of neglect, these only being taken as warnings. The informations were laid at the instance of Mr. Baker, the Mines Inspector for the district.

REPORT FROM MONMOUTH AND SOUTH WALES.

JUNE 16.—There is a moderate amount of vitality evinced in the Iron Trade. The demand for rails is hardly maintained, while nearly all descriptions of iron required for shipbuilding purposes commands a brisk enquiry. The orders at some of the tin-plate works are being gradually reduced, and the prospects of the trade are not so very encouraging just at present. Several of the tin-plate and ironworks suffered from the want of water during the late drought, but the copious fall of rain since Saturday last has replenished the reservoirs to a great extent. The repairs to the West Bute Dock, Cardiff, have been completed, and there are a number of ships already in the dock loading coal. This will enable the steam coal merchants to clear off the orders which have been accumulating, owing to the inconvenience felt by the closing of the West Dock. The demand continues good, but prices are not quite so firm, and it is rather questionable whether they will be maintained during the coming months. House coal remains without any material alteration. In a former report I mentioned that it was in contemplation to apply the joint-stock principle to an extensive iron and coal firm, having works in Monmouthshire and elsewhere, and I am informed on good authority that the prospectus will be issued next week. As a large portion of the property is freehold, the capital will be unusually large.

The emigration from this district has not abated in the least; on the contrary, there is every appearance that the movement is extending. Owing to the number that leave at every pay from some of the works, a scarcity of hands is experienced at many establishments, and if the emigration continues for any length of time the labour market cannot fail to be more seriously affected than at present. The men are now, as a rule, earning good wages, and ought to be quite satisfied with their position, and not listen to interested emigration agents. The time may come when they will be glad again to return to the mother country.

The negociations for the sale of Messrs. Powell's steam coal collieries have not yet terminated, but there is every reason to believe that the proposed purchase will be effected. Mr. Brassey, Mr. Elliot, and several other well-known capitalists, are the parties who are in treaty. It is said the purchase-money will not be far short of 400,000*l.* As mentioned in a previous report, the house coal collieries of the firm are not to be included in the sale, and Messrs. Powell will still continue to carry on that branch of the business.

At the first half-yearly meeting of the Newport Wood and Iron Shipbuilding Company, the directors reported that the balance for the half-year, after providing for all liabilities, amounted to 1136*l.* 10s. 6¼d., out of which a dividend at the rate of 15 per cent. per annum was recommended to be declared, the balance to be carried forward to the next half-yearly account. A new ship of 1200 tons burthen had been commenced, and in order to obtain a higher classification for the same and future vessels that would be built, the directors had expended a considerable sum in improvements, the cost of which they proposed should be distributed over five years. The report was unanimously agreed to, and a dividend at the rate of 15 per cent. per annum was declared for the half-year. The Llanelly Iron Ship Company have also declared a dividend at the rate of 8 per cent. per annum for the last half-year. The success of these two companies shows that iron shipbuilding is a good investment for capital. Several railway bills connected with the district are being promoted in the present session. The Rhymney Company have succeeded in getting their bill through the Commons for the proposed Cardiff and Caerphilly line; running powers and other facilities having been given to the Brecon and Merthyr. The bill for running powers to the Brecon and Merthyr over the Great Western Aberdare branch, and for the construction of the Ystrad branch, has been passed by the Commons' Committee. This will place Newport within about the same distance to the Aberdare Valley as Cardiff, and the result will be that a large quantity of Aberdare steam coal will be shipped at Newport. The Carmarthenshire Railway bill for a railway from a point near the Great Mountain to Llanelly Docks by a junction with St. David's Railway, and thence by means of a branch line to Burryport, has also passed the Committee. An important coal and ironstone district will be accommodated by this line.

A collier named William Smith was brought before the Merthyr magistrates, on Monday, charged with removing the gauze from his safety-lamp while employed in one of the Plymouth collieries. Mr. Plews appeared in support of the summons. Defendant pleaded guilty, and Mr. Lavereck, the colliery agent, said that Smith had recently suffered from a broken arm, and his wife was very ill; he, therefore, asked that he should be fined, and not committed. In consequence of this appeal from Mr. Lavereck, the magistrates fined defendant 40s. and costs.

WELSH V. NEWCASTLE COAL.—The following circular has been addressed "to all Commanders-in-Chief, Captains, Commanders, and Commanding Officers of Her Majesty's ships and vessels," issued by Lord Clarence Paget, relative to the trials which are to be made on board the navy steam-ships:—

"*Admiralty, April* 30.—My lords have had under their consideration a report, of the 24th December last, from the chief engineer at Keyham, of the results of the experiments made under his superintendence at the steam factory, during the summer and autumn of last year, for the purpose of ascertaining whether Welsh and North Country coal might be beneficially used in combination on board Her Majesty's ships. A copy of the report is transmitted herewith; and the attention of officers of H.M.'s ships is directed thereto. With a view to obtain further experience as to the practical results of using this combination of coals in sea-going ships, it appears to their lordships desirable that the quantities of North Country coal should be varied from time to time from about one-half to one-third of the mixture; and, occasionally, that Welsh coal should be burnt alone for the purpose of comparison, the result being in each case carefully ascertained and reported. In ships where the construction of the coal-boxes will admit of the two descriptions of coal being stowed separately, and of their being brought to the stoke-hole and mixed, about one-third of North Country coal should be shipped; and this proportion should generally be observed until further experience is gained.—By command of their lordships,"—C. PAGET.

SWANSEA.—Since my last, little of importance has transpired in the commercial world. The consignments of copper ore have not been so extensive or so numerous as during the same period in former years, and the shipping trade has also comparatively diminished. We look forward, however, to a speedy resumption of previous briskness. The coppersmiths and plumbers still remain on strike, and during the past week placards have been issued calling upon the townspeople to support them, and apprising the inhabitants that the men on strike have taken large and commodious premises, and are prepared to execute, on reasonable terms, such work as may be entrusted to them. This course cannot but be regretted, for the result will be the masters will soon fill the vacant places, and then the local labour market will be glutted. The next step will be to fall back upon the poor-rates. The working builders have all gone in, coppersmiths and plumbers as much as they can, with the view of forcing the masters into compliance. The coal trade continues brisk, and orders are plentiful. News from the tin works in this district is still unsatisfactory, compared with the vitality of former years: some of the largest concerns, however, are in tolerably full work, and have little to complain of. Most of our leading public men are at the present moment in London, in support of a strenuous opposition to the Brecon and Neath Railway, that has been inaugurated by the public bodies of the town. The new bill proposes to take most extensive powers, which, it is thought, will operate prejudicially to local interests, and interfere too much with public property.

The arrivals at Swansea include—the Tricano, from Aveiro, with 162 tons of copper ore, for Messrs. Richardson and Co.; Guayacan, from Carrisal Bajo, with 600 tons of copper regulus, 42 tons of unwrought copper in pigs, 30 tons of copper ore, &c., for Messrs. H. Bath and Sons; Delaware, from Guayacan, with 550 tons of unwrought copper ore in pigs, for Messrs. Henry Bath and Sons; Scout, from Carrisal Bajo, with 220 tons of copper ore unwrought in pigs, 450 tons of copper regulus, and 40 tons of copper ore, for Messrs. H. Bath and Sons; Queen of Isles, from Brussels, with 140 tons of pig-iron, for Mr. W. H. Forester; Augusta Schneider, from Pena Blanca, with 560 tons of copper regulus, for Messrs. H. Bath and Sons.

NEATH HARBOUR.—Abstract of the trade of the Port of Neath (including the Briton Ferry Docks), for the month ending May 31, 1864, and corresponding month 1863:—

	1864.			1863.		
	No. of vessels.	Tons regis.	Tons bdn.	No. of vessels.	Tons regis.	Tons bdn.
European trade..	25	2,199	3,629	26	2,340	3,876
Coasting trade ..	278	20,594	32,639	247	17,937	26,745
Beyond Europe ..	1	199	327	—	—	—
Total	304	22,992	36,595	273	23,277	30,621

IMPORTS.	1864.	1863.
Copper ore ..... Tons	2,608	3,192
Pig-iron	3,666	1,599
Iron ore	8,659	8,575
Grain and flour	270	312
Timber	151	50
Pit and cord wood	453	843
Miscellaneous	735	505
Total	16,562	12,076

EXPORTS.	1864.	1863.
Coal, coke, and culm. Tons	29,520	27,289
Copper	160	101
Bar-iron	1208	527
Tin-plates	387	160
Timber	—	—
Miscellaneous	355	860
Total	31,630	28,937

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

JUNE 16.—The Iron Trade continues in a state of prosperity unexampled in these counties for some time past. The renewed demand for all descriptions of manufactured iron from the Continent continues unabated, and this, coupled with the orders which we have for home consumption, is likely to maintain the trade in a state of activity for a long period. In Yorkshire we have ample evidence of the growing increase of the trade, irrespective of what is doing in the Cleveland district, which has, within a recent period, more than doubled in extent. There is a great demand for the Cleveland iron, and as the Cleveland pig-iron is largely dealt in throughout the whole of the iron-producing districts, there will always be a good market found for the iron produced from that locality. The Government have recently given out some large orders for munitions of war, and the Low Moor and Bowling Company have specially adapted themselves for this description of work. Indeed some of the best cannon have been produced from this celebrated firm. The orders for armour-plates also continue unabated, and unless the productive powers of the different works now engaged in their manufacture be increased it will be a considerable time before the demands of the Government can be met. The firm of John Brown and Co., Atlas Works, continue to maintain their superiority in this respect, and from the arrangements which the firm are making, and have made, they appear determined to maintain it. The export of engines and machinery to the Continent continues to be carried on to a very large extent, and it would appear that our colonists are recognising the importance of economising labour to the fullest possible extent. The locomotive steam-engine builders of Leeds, Birmingham, and Manchester are also very fully employed, and the demand for new locomotives, and the alteration of existing ones, is really something remarkable. The same might be said of rolling stock for our different railway companies. The requirements of the regular traffic, and the increase in excursion traffic is such, that the companies cannot possibly keep pace with it. From other districts I learn that the recent great demand for plates is increasing, and considering that there are 76,000 tons of iron shipping on the stocks in Liverpool alone, the demand must for some time be heavy for ship-plates. By-and-bye, however, it will be interfered with by the competition of the new works nearer to the places of consumption. The demand is also growing for girder plates; but for these the makers have in many instances to accept prices which are a reduction upon list rates. The railway demand is good, and there is expected to be considerable competition at the East India House to-day for the 13,000 tons of rails and chairs required for Indian lines. China is also expected soon to be a customer for railway iron. From America orders continue to be received, but they have not been smaller in value since the war broke out. The 60 days to which the increased 50 per cent. duty was applied expires on the 1st of next month; but it is confidently expected by agents in New York that it will be re-imposed after that date. Iron is now, however, about to be sent off from the works to arrive out after July 1, whatever may then be the duty; and a larger quantity is going out, because, from some cause unexplained, the American masters are now making a quality inferior to that formerly made.

The Coal Trade, both in Derbyshire and Lancashire, is in a state of activity, which at this period of the year is totally unprecedented. This, no doubt, arises in a great measure from the lock-out in South Yorkshire, which has compelled the South Yorkshire coalmasters to go to other districts for a supply. The most lamentable part of the case is that there is still no immediate prospect of a settlement. The strike has continued now for 17 weeks, and how much longer it will last it would be impossible to predict. Distress prevails largely amongst the miners and their families, as might be expected it would; and what it will be when the people are ejected from their houses and their homes we will not attempt to conjecture. Several importations of workmen have been made, and some have been induced by the lock-outs to return again to their old districts; others are at work, and they have to be protected by the aid of the police. I purpose paying a special visit to the district, and will next week forward some authentic particulars, and will then also refer to the letter from Mr. Peacock, which appeared in last week's Journal.

The lead mines of Derbyshire are progressing remarkably well; the Mill Dam, Eyam, and one or two other undertakings in private hands, are making good returns. We shall notice them in detail in our next.

NEW RAILWAYS IN LANCASHIRE.—The decision of a Select Committee of the House of Commons has just been given, after five weeks' sitting, on a couple of proposals for new railways in South and East Lancashire. The first scheme was for a line direct from Blackburn to Wigan, through Chorley, and from Wigan to St. Helens and Garston on the Mersey. This was promoted by a number of wealthy colowners in the neighbourhood of Wigan, who had the assistance of the London and North-Western Railway Company, and the objects sought were increased facilities for the transmission of coal to Blackburn and for its shipment on the Mersey. In connection with this scheme were several branch lines for the use of the collieries in the district surrounding Wigan. As by this plan the London and North-Western Company would obtain access to Blackburn, the traffic to and from which place has hitherto been held exclusively by the Lancashire and Yorkshire Company. The Lancashire and Yorkshire directors also submitted a scheme to Parliament to bring the eastern parts of the county into more direct communication with Wigan and Liverpool. This proposition was to run a line from the railway near Hindley to Horwich, then to make use of the Bolton and Preston line as far as Chorley, and to construct a railway thence to Cherry Tree on the Preston and Blackburn road, and a short distance from the latter place. A most determined battle has been fought before the Select Committee, and the evidence given has been most voluminous. After a consultation of two hours and a half, the Committee arrived at a decision which will scarcely have the effect of pleasing any of the parties interested. Powers are given to the Lancashire and Yorkshire Company to construct the whole of their line from Hindley (near Wigan) to Horwich, and from Chorley to Blackburn; and powers are given to the coalowners, under the name of the Lancashire Union Railway Company, to form a short line from Standish, just above Wigan, on the London and North-Western Railway, to Adlington, on the Lancashire and Yorkshire, and thence to use the Lancashire and Yorkshire lines as far as Blackburn. One of the branch coal lines has also been passed, to take the coal from Lord Crawford's and one or two other fields to Blackburn, without passing through Wigan. Thus, the main object of the Lancashire Union bill—to obtain access to the ports on the Upper Mersey for the shipment of coal—is defeated, whilst, although the Lancashire and Yorkshire bill is virtually passed, yet the running powers granted to their opponents over so great a portion of the line neutralise the advantage they had gained.

THE CLEVELAND IRON TRADE.—The prices of Cleveland pig-iron are as follow:—No. 1, 56s.; No. 2, 55s.; No. 3, 53s.; No. 4, 52s.; mottled, 52s.; white, 51s. per ton, four months' bill. The demand is reported as unimportant, and prices nominal, the unsatisfactory state of politics abroad being the main cause of depression. The demand for shipbuilding purposes is brisk, and good prices are obtained. Messrs. Swan, Strawbenzie, and Co. have commenced the erection of their new furnaces at Cargo Fleet, and purpose being in blast about September next year. The following erections are being rapidly proceeded with:—The new works of Messrs. Stephenson, Wilson, Jaques, and Co.; foundry for Messrs. Tregellies and Flintoff; Messrs. Fox, Head, and Co.'s new works; additional puddling furnaces and two steam-hammers for Messrs. Hopkins and Co. There seems to be no reason for taking a gloomy view of the general trade of our district. Though fast approaching Midsummer, when many of our trades and manufactures seem to take a temporary slumber, we cannot at this time justly complain. Taking a solid and comprehensive view of the extensive operations in iron shipbuilding, on the Tees alone, the fact that practical effect is being given to the immense and valuable resources of the neighbourhood, by the erection of works of great extent as noted in this article, we cannot but congratulate those who have launched their capital, and are devoting their energies in adding so materially to the commercial importance and resources of the country. State of the blast furnaces of the district on June 10, 1864:—

Place and owners.	In.	Out.	Total.
Eston—Bolckow and Vaughan	9	—	9
,, Clay-lane Company	3	—	3
,, South Bank Company	3	—	3
Cargo Fleet—Jones, Dunning, and Co.	2	—	2
,, Cochrane and Co.	4	—	4
,, Gilkes, Wilson, Pease, and Co.	5	—	5
Middlesbro'—Bolckow and Vaughan	4	—	4
,, Hopkins and Co.	2	—	2
Port Clarence—Bell Brothers	6	—	6
Norton—Warner, Lucas, and Barrett	3	—	3
Stockton—Holdsworth and Co.	3	—	3
Ferry Hill—J. Morrison	3	—	3
Thornaby—W. Whitwell and Co.	3	—	3
Darlington—South Durham Company	3	—	3
Witton Park—Bolckow and Vaughan	4	—	4
Stanhope—Weardale Iron Company	1	—	1
Towlaw—Weardale Iron Company	5	—	5
Consett—Derwent Iron Company	7	11	18
Total	70	11	81

—*Darlington and Stockton Times.*

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following—

W. R. HARRIS, Manchester, Lancaster.—Improvements in carding engines, part of which improvements is also applicable to other purposes. May 19.

G. SHAW, Birmingham, Warwick.—Improvements in apparatus for heating the steam boilers of stationary, locomotive, and marine engines, for heating stoves, and for heating purposes generally. May 25. [May 27.

J. EASTWOOD, Derby.—Improvements in machinery for puddling iron and steel-iron.

G. A. C. BREMME, Prussia.—Improvements in, and apparatus for, the puddling of iron and steel. May 27.

J. W. LEES, Lancaster.—Certain improvements in the method of cleaning and preventing the formation of deposits upon the heating apparatus employed in boilers for generating steam. May 28.

LETTERS PATENT have been issued for the following:—

J. CLIFF, Lambeth, Surrey.—Improvements in apparatus for transmitting motive power. December 11.

W. W. BOX, Birmingham, Warwick.—Improvements in fire-bars for the boilers of locomotive and other engines, and for fire boxes and furnaces generally. December 15

LIST OF SPECIFICATIONS published during the week:—

Rotary engines, 8d.; motive-power engines, 4d.; steam-engines, &c., 10d.; steam boilers and furnaces, 10d.; pumping apparatus for mines, &c., 4d.; locomotive engines, 1s. 10d.; governing the speed of steam-engines, 10d.; refining iron, 10d.

L. DE FONTAINEMOREAU.

COAL-CUTTING MACHINERY IN AMERICA.—A new coal-cutting machine, invented by Messrs. Grier and Boyd, has been experimented with before the Pittsburg (U.S.) Coal Exchange Association. A machine with an engine of 15 or 20-horse power is stated to be capable of doing the work of 70 or 80 men. The "American Coal Trade Review" states that the cost of the machine is about 600*l.*, and that Mr. Grier is satisfied that the machine would be very successful in bituminous coal mines.

PREVENTING INCRUSTATION OF STEAM-BOILERS.—An improved boiler fluid, for removing and permanently preventing incrustation, is being extensively introduced by Messrs. Brett and Co., of Leadenhall-street. The new fluid, which is manufactured under Page's patent, is offered as a really effective cleansing agent, which has, in every case where it has been used, been proved to be both advantageous and economical, not only in removing the incrustation, but also in effectually preventing its recurrence. The fluid appears to act equally well whatever the quality of the water may be; it does not injure the metal. Iron, copper, and brass are alike free from its action, and by its use the usual delay caused by incrustation is avoided, chipping is rendered unnecessary, wear and tear is lessened, and liability to accident by explosion much reduced. Very flattering testimonials, amongst others from the river steam boat companies and the Millwall Ironworks and Shipbuilding Company, have been received of its efficiency, and its price is such as cannot fail to cause it to be generally adopted.

MEYNARD'S STEAM AND FLUID REGULATOR.—This invention, patented as a communication from Mr. Meynard, of Paris, to Mr. Henry, patent agent, Fleet-street, consists in combining electrical and mechanical apparatus with a valve, tap, louvre, or similar appliance, in such manner that a variation in the pressure, or other effect or condition of the fluid to be regulated, shall make or break electric contact, and thereby regulate the valve. This may be effected thus for working throttle valves. The rise and fall of mercury in the pressure gauge sends and interrupts the electric current by wires, inserted into its tube and communicating with an electric magnet, which attracts and releases an armature on a beam, carrying drivers, which are in gear with ratchet wheels toothed in opposite directions, on an axis in gear with the spindle of the throttle valve. The electro-magnet and beam are on a frame, driven to and fro by an eccentric, worked by the steam-engine. According as the armature is attracted or released, one or other of the drivers will be put in gear with one of the wheels and their axis, and hence that of the valve worked in a corresponding direction.

TIN.—At the last meeting of the Ethnological Society, a paper, contributed by Mr. Crawfurd, was read "On the Sources of the Supply of Tin for the Bronze Tools and Weapons of Antiquity." There are but three principal sources from which the nations of ancient Europe could have derived tin—namely, Britain, the Malayan countries, and Northern China. The tin necessary for the formation of bronze would, consequently, be supplied from the West as well as from the East. The merchants would convey the commodity as far as it fetched a profit, until western and eastern met at a central point, where the two articles would be nearly the same price. He named Egypt as likely to be that point. All the nations west of it would be supplied with the British, and all those east of it with Malayan or Chinese tin. The British tin would be conveyed by land to the Channel, and crossing it reach France, and through France finds its way to Italy, Greece, and Egypt. With Sir Cornewall Lewis, Mr. Crawfurd said he utterly disbelieved in the voyages of the Phœnicians to the Scilly Islands, and through which they are imagined to have supplied the eastern world with Cornish tin. When the Portuguese first visited Malacca, then close to the principal tin mines, the rich ores of Banca having been discovered two centuries later, they there found the native shipping of the Coromandel coast of India, and the junks of China, and even of Japan, the conductors of the trade between these countries and the Malayan Archipelago, and tin an article of their return cargoes. It was most probably by the same source that India and Southern China, with the countries adjacent to them, were from time immemorial supplied with the tin that enabled them to manufacture their bronzes and bell-metal. Mr. Crawfurd referred to an ancient work, entitled the "Peripius" of the Erythræan Sea, supposed to have been written by a Greek merchant of Egypt, at the time of the Roman occupation, giving an account of the trade and trading ports between the Red Sea and the western coast of India, and which he considered confirmed his view of the manner in which India was supplied with tin. No hint of its origin was given, but it was named along with lead, brass, or bronze, cinnabar, and orpiment. None of those articles are products of India any more than tin; but they are all products of China, and exported down to the present time. In the course of trade, those and other commodities might have reached an emporium of the Malayan Archipelago, the tin of which being added to them, they would reach India together. The "Periplus" took no notice of copper, iron, or steel, from which it might be inferred that both India and Egypt were well supplied with those metals.

MODERN AND SCRIPTURAL GEOLOGY.—At the monthly meeting of the Oldham Geological Society, Mr. Wild read the concluding portion of his paper on "The Antiquity of the Earth." This paper was intended as an answer to one produced by Mr. Dickinson on "Modern and Scriptural Geology," favouring the opinion of the comparatively recent origin of the earth, and which was read before the Manchester Geological Society. Mr. Wild said that, in order to do full justice to the subject on hand, much more time and space would be required than would be convenient to himself, or in accordance with the rules of the society, as the proofs of the inconceivably great age of the earth were extremely numerous. He would select a few which were supported by the most eminent authority, and which, to his mind, were quite conclusive on the point at issue. In the face of so many geological facts to the contrary, it was absurd for Mr. Dickinson to contend that the earth was the result of one single effort of creative power extending over an extremely limited period of time. The earth has been built up piecemeal—system upon system, group upon group, and series upon series, at one period, and extending over an extensive era, one series was laid down in the tranquil waters of a deep sea, when a change of surface and climatic conditions took place, which was succeeded by the deposition of strata bearing marks of violence and disturbance, and in which were embedded the remains of plants and animals different in form and nature, and adapted to the changed conditions. Geologists were well acquainted with the existence of about eight miles in thickness of strata, that were plainly divisible into systems, groups, and series, each possessing characters lithologically, mineralogically, stratigraphically, and palæontologically distinct from those above and below them. It is a well-ascertained fact that these were the work of the same tardy agencies that were now, and before our eyes, modifying the crust of the globe. In the Lancashire coal field alone there were from 40 to 50 seams of coal, varying from a few inches to several feet in thickness, and with the intermediate rocks of shale and sandstone, making a total of several thousands of feet. Each of these seams is easily distinguished from those preceding and those succeeding, and known to be mineralised and decayed vegetable matter, and must be acknowledged to represent an ancient land surface. The beds and courses of former rivers, containing water-worn boulders and lumps of coal, can be traced through the coal measures of Dean Forest. Beneath many of the coal seams, and in the "under clays," innumerable roots of trees, some of them of gigantic size, were to be met with. Great numbers of these trees were found in an upright position, thereby showing that they had perished where they had grown. These phenomena were not confined to our coal fields, but were met with in many other countries. Many other proofs of ancient land surfaces might be enumerated, amongst them the famous "dirt beds" of Purbeck, which, although buried deep beneath strata of solid rock, and containing the remains of animals and vegetables of species and genera different from those of our own day, yet in many other respects they were very similar to the surface soils of existing forests. It was important to remember that these several formations, eight miles in thickness, were distinct and well defined in mineralogical composition and fossil remains, as many as twenty-nine life periods being distinguishable. These, if Mr. Dickinson's hypothesis truly explained the means by which God had built up the world, would have been an inseparable and homogeneous mass. Near Bolton, geology pointed out a locality where at least 3000 feet of indurated strata had been denuded probably by the waters of an ancient sea, which at one time rolled over it. The Falls of Niagara have worn out the bed of the St. Lawrence, through the hard rock, to a distance of many miles from where there is evidence to show they commenced. Many of the principal rivers of the world have produced similar excavations. According to authority, which he thought Mr. Dickinson would not dispute, the delta of the Mississippi had occupied 100,000 years to deposit. In this computation no account was taken of the time required to lay down the "bluffs" adjoining that river and the bed over which it sweeps. These rocks are of great thickness, are sedimentary, and have been deposited under water. The deltas of the Nile, Ganges, &c., carried us back very far beyond 6000 years. Mr. Wild adduced many additional facts in support of his position from the sciences of astronomy

and botany. He concluded amidst marks of approval from the members.—A few fossils, the property of Mr. G. Dearden, and from the "green sand," were laid on the table. Amongst these was a nautilus, a species of one of the few genera that have representatives in the modern seas, and which have lived on through the long vista of geologic ages and cosmical change to our own day.—A vote of thanks was cordially awarded to Mr. Wild for his valuable paper.—*Oldham Chronicle.*

KAPUNDA MINING COMPANY.

The fifth annual general meeting of shareholders will be held on Monday. The following is an abstract of the working account for the year 1863, as certified by the auditors (Messrs. John Noble and J. R. Harris):—

Received for sundries in the colony				£	264	0 6
Ditto for 20 cwts. 0 qr. 10 lbs. copper, sold in the colony					95	8 5
Ditto for 501 tons 15 cwts. 1 qr. 7 lbs. sold in England	£51,126	13	11			
Less discount on sales	£1533	15	11			
	511	5	0=	2,045	0 11=	49,081 13 0
Stock—Estimated value of copper unsold of that shipped to England, prior to Dec. 31, 1863—ex *Coonatto*, 31 tons 6 cwts. 3 qrs. 10 lbs. (say), at 96*l.* per ton nett (say), 3000*l.*; ex *Murray* 120 tons 3 cwts. 2 qrs. 13 lbs. (say), at 93*l.* per ton nett (say), 11,160*l.*					14,160	0 0
Estimated value of stock remaining on hand in the colony, as per manager's account of December 31, 1863:—						
Copper at Port Adelaide, 30 tons, at 90*l.* per ton				£2,700	0 0	
Copper in regulus and ingot moulds, 11 tons, at 85*l.*				935	0 0	
Copper in ores at the smelting-works, 62 tons, at 75*l.*				4,650	0 0	
Copper in cobbings, foul flags, and furnace bottoms, 44 tons, at 75*l.*				3,300	0 0	
Copper in December, ores not then weighed and sampled, but since ascertained to be equal to 49 tons, at 75*l.*				3,675	0 0	
Fuel in store, estimated by the manager at				2,000	0 0	
Hay stack and forage				120	0 0	
Timber, deals, &c., in excess				100	0 0=	17,480 0 0
Total						£81,181 1 11
Balance of stock as per last year's account						£19,400 0 0
Expended in the colony during the year 1863				£49,217	19 7	
Due for tribute cost on ores raised in December, the same having been paid in January, 1864				1,149	14 0=	50,367 13 7
Interest paid in the colony				1,117	2 9	
" paid in England				57	4 3=	1,174 7 0
Insurance on copper						1,248 9 9
Freight on copper						541 13 5
Dock charges on copper						226 14 8
Stores, being the amount in stock on Jan. 1, 1863, now written off						95 19 4
Office expenses, being for rent of office				£110	0 0	
Stationery, printing, &c., hire of rooms for meetings, petty cash, &c.				53	9 3	
Directors' allowance				600	0 0	
Auditors' allowance				42	0 0	
Secretary's salary				350	0 0	
Clerk's salary				90	13 4=	1,246 2 7
Balance, being the estimated profit on working for the year 1863						6,880 1 0
Total						£81,181 1 11

The total quantity of ores raised during 1863 amounted to 3516 tons, of 17¼ per cent. average produce, equivalent to about 622 tons of pure copper (thus confirming the favourable estimate expressed at the last half-yearly meeting of the increased productiveness of the mine as compared with the previous year), 605 tons were made at the smelting works; 573 tons were shipped to this country. This general improvement accounts sufficiently for a corresponding increase in the working cost of the mine: the total amount 54,901*l.* 0*s.* 4*d.* exceeds the last year's total by 10,828*l.* 19*s.* 8*d.*, of which sum 9567*l.* 15*s.* attaches to the main items of smelting and tributers' wages. The average nett price for the copper sold since the last general meeting has been 93*l.* 15*s.* per ton, about 5*l.* per ton above the average of the two previous seasons. Strong hopes were entertained during the past winter of a continuance of high prices; a reaction, however, took place in the month of February, which from political and commercial causes still exists; the effect of this, in the necessarily reduced valuation of the stock of copper, ores, &c., in the year's working account, lessens seriously the balance to profit. That balance is, nevertheless, in the opinion of the board, fairly satisfactory, amounting to 6880*l.* 1*s.* 7*d.*, and justifying the directors in recommending the payment of a dividend of 1*s.* per share, free of income tax. With reference to the allusions made at the half-yearly meeting to the manager's letter, in September last, on the working condition of the mine, the board have since received his completed report for the six months ending December, based on his personal inspection, and uniformly favourable. The ores, as was then stated, have been raised mainly from the upper levels, as the lodes in the 60 and 70 had not at the date of these advices been sufficiently developed for very extensive tribute operations. The manager was, consequently, unable to report any decided feature of promise, or otherwise, in respect of these levels. It will be remarked that in pursuance of the course proposed by the board, two years ago, a further annual sum of 1000*l.* has been placed against the profit and loss account, reducing the amount last standing under the head of permanent works to the sum of 2000*l.* The directors take this occasion of expressing their deep regret at the loss sustained by the board during the early part of the present year, by the death of their respected colleague, Mr. William Routh, and of recording their high sense of the great value of his lengthened business experience and unvarying solicitude for the interests of the company. They have not deemed it necessary to fill up the vacancy occasioned by this lamented event, and they recommend the meeting to sanction this arrangement.

In the South Australian (Burra Burra) Mining Association annual report the directors state that the productiveness of the Burra Burra Mines, although not quite equal to the yield of former times, is, nevertheless, very considerable, particularly when the number of years that many of the pitches have been worked is taken into consideration. The returns annexed to the report show that during the six months ended March 31 the quantity of ore raised was 3952 tons, which is estimated to produce on an average 22½ per cent. of pure copper. The financial statements included in the report show, in the first place, what was the position of the association on Sept. 30, 1863. During the six months which ended on that date the quantity of ore raised was 4131 tons, at a cost of 41,743*l.* 19*s.* 4*d.*, or 10*l.* 2*s.* 1*d.* per ton. The produce thus raised realised 55,700*l.* 16*s.* 2*d.*, or 13*l.* 9*s.* 8*d.* per ton; and yielded a profit of 13,956*l.* 16*s.* 5*d.*, or 3*l.* 7*s.* 7*d.* per ton, the total profit being within a few hundred pounds equal to the amount estimated by the directors in their last report. These results, it is said, bear favourable comparison in every particular with those of the previous half-year. The gross profits which were derived from these operations, ended on Sept. 30 last, amounted to 14,759*l.* 11*s.* 5*d.*, which included 800*l.* for rents and 2*l.* 15*s.* for fees. Out of this 12,320*l.* was appropriated to the payment of the fifty-third dividend on March 2, and there remained a balance of 2777*l.* 18*s.* 5*d.* at the credit of the profit and loss account. To this balance must now be added the estimated profits upon the ore raised during the past six months, which estimated amount being 15,338*l.* 1*s.* 10*d.*, will make the total balance 18,116*l.* 0*s.* 3*d.* Out of this the next and fifty-fourth dividend will have to be paid. The estimate as to the profit likely to be realised on the produce of the past half-year is, of course, based on the present state of the copper market. The report says:—"When the directors last met the shareholders they had the pleasure of informing them of an advance in the price of copper; they have now to advise a continued upward rate, Burra Burra copper being quoted in London in February last at 116*l.* per ton; and as there are 380 tons on the way to the London market, it is anticipated that a good result will be obtained." The report of the captain as to the state of the mines on April 11 is satisfactory. At the Burra Burra the quantity of ore raised in the last take of nine weeks was 1130 tons: whilst in reference to the Karkulto Mine we learn that the pitches are looking promising, and that the ore on the mine at the date of the report was—copper 6 tons, and iron 900 tons. The company's establishment on March 31 was as follows:—At the Burra Burra Mines: Tributers, 236; tutworkmen, 50; owner's account and timbermen, 57: total miners, 343; ore dressers, men, 82; boys, 25: total ore dressers, 107; mechanics and petty officers, 22; engine-drivers, 6; weighers and fillers, 8; stablemen, 5; variously employed, 19; labourers, 34; whim and cart boys, 29; officers, 10: total at the Burra Burra, 583.—At Karkulto Mine: Tributers, 11; tutworkmen, 6: total miners, 17; whimboy, 1; storekeeper, 1: total at Karkulto, 19.—At the Adelaide Office: Officers, 4: gross total, 606. The wages paid at the present time are—Miners, 30*s.* to 50*s.* per week; engine-drivers, 40*s.*; mechanics, 40*s.* to 61*s.*; labourers, 27*s.* to 30*s.*; youths, 18*s.* to 21*s.*; boys, 8*s.* to 15*s.* The foregoing particulars show that the present report is a highly satisfactory one. The gross profits on the half-year's operations are put down at 15,388*l.*; whilst the profits of the previous half-year were 14,759*l.* This encouraging result is obtained after paying as much as 10*l.* 2*s.* 1*d.* for the raising of every ton of ore which is produced. The price obtained for it, as shown by the report, is 13*l.* 9*s.* 8*d.*, and the shareholders receive out of this the sum of 3*l.* 7*s.* 7*d.* The remaining 10*l.* 2*s.* 1*d.* goes in the payment of wages and other working expenses. It will be seen from this how productive the mine must still be in order to pay the good dividends which the shareholders receive. We hope that the same results may be obtained for many years to come. At the annual meeting the only other business which was transacted besides the adoption of the report was the election of directors for the ensuing year. The retiring directors were Messrs. Kingston, Jaffrey, Beck, Peacock, and Graves; and they were all re-elected.

ROSEDALE MINES AND FERRYHILL IRONWORKS.—We associate these important enterprises under the same head, because we have good reasons for stating that the terms of an amalgamation are already agreed upon between their respective proprietors; and as the occurrence of such an event, in this hive of mining industry, cannot but be regarded with a certain degree of interest, we think that a brief descriptive outline of each establishment will prove to our readers an acceptable adjunct to the announcement of their union. The Vale of Rosedale is situated on the south side of the range of the Cleveland hills, running in a southern direction towards Pickering, and gives its name to the ironstone, the seams of which crop out to the grass on the eastern and western side of the valley for a long distance. The ore on the western side is worked partly in open quarry, and partly by drifting into the side of the hill; and the produce is conveyed to the vast smelting furnaces on the banks of the Tees, and to Ferryhill and the north by a branch, of about 12 miles in length, of the North Eastern Railway system, on the Cleveland range, and joins the North Cleveland line near Ingleby. The ore is for the most part highly magnetic, and of a richness varying from 35 to 47 per cent. of metallic iron in its natural or raw state; and the seam on the western side varies from 6 to 60 ft. in thickness; but on the eastern side it is proved, for a distance of about two miles, to be of nearly a uniform thickness of 13 ft. These mines are, or were, the property of Messrs. Leeman, Sherriff, and Hartas, who, to facilitate their development, are actively engaged in constructing a locomotive branch railway to the eastern outcrop, which will be completed in the course of next year, when, it is confidently anticipated that, under the new proprietary, the eastern and western Rosedale Mines together will supply no less than 1,000,000 tons of ironstone per annum to the increased and increasing blast-furnaces of North Yorkshire and the county of Durham. The Ferryhill works are, or were, the sole property of our spirited townsman, Mr. James Morrison: and they consist of three furnaces now in blast, with blast-engine, and all necessary adjuncts, and of four additional ones nearly completed, with the best modern appliances, of which not the least important will be two additional powerful blowing-engines of the most approved construction, from Lilleshall, in Shropshire, of about 250 horse-power each; and as these are calculated to give ample force of blast for six furnaces, it is intended to erect two additional ones immediately after the four, on the eve of completion, are fully at work. Of these four new furnaces, it may be interesting to our readers if we remark in passing, that they are supposed to be the largest in dimensions of any yet constructed, being, as we are informed, no less than 80 ft. in height, by 21 ft. in the largest interior diameter. Besides these, and as forming part of the plant of the works, there are about 500 coking-ovens in full work, with their appurtenances of coal-purifying apparatus, railroads, and plant, together with lime and brick works on a large scale. When the Ferryhill Works are in full operation, it is supposed that the produce of iron will not be less than 150,000 tons per annum; and consequently the consumption of Rosedale ironstone, for this make alone, will exceed 300,000 tons annually. These brief particulars, we hope, will be sufficient to enable a pretty correct estimate to be formed of the nature and extent of this united and spirited enterprise; and for ourselves, on personal as well as on public grounds, we heartily wish every success to the Rosedale and Ferryhill Iron Company.—*Newcastle Daily Chronicle.*

ENGLISH COAL IN AMERICA.—The 1000 tons of South Leverson gas coal contributed by Mr. George Elliott, of London, the freight upon which was paid by Mr. James McHenry, of London, arrived at this port last week, by the ship *Gibraltar*, from Sunderland. The coal was sold at auction by Messrs. E. H. Ludlow and Co., at the Merchants' Exchange, on May 24. There was a fair attendance of bidders, and the coal was started at $10, and was run up to $13·50, at which price it was knocked down to the Manhattan Gas Company, of New York. Mr. Cyrus W. Field stated at the sale that this coal is considered in London as the best gas coal in the world, and that at the present rates of freight, exchange, &c., it could not be landed here for less than $14·22 per ton. The freight on this cargo alone was 1000*l.* sterling.—*American Coal Trade Review.*

SOUTH WHEAL FRANCES, AND WEST WHEAL BASSET.

EXCHEQUER CHAMBER, JUNE 16.

(Sittings in Error. Present—Lord Chief Justice Erle, and Justices Williams and Willes, and Chief Baron Pollock, and Barons Bramwell, Channell, and Pigott.)

LYLE *v.* RICHARDS AND OTHERS.—This was the case of the long-protracted dispute between the West Basset and South Frances Mines, in Cornwall, as to the south boundary of the former mine, which became the north boundary of the latter, the question being whether the line of boundary should be drawn from the north corner of "John Vincent's house," as contended for by South Frances, or from the south corner of the house, as contended for by West Basset. This action is the West Basset action against South Frances, and it will be remembered that there was a previous action, of Reynolds *v.* Buckley, brought by South Frances against West Basset.

In Reynolds *v.* Buckley the South Frances party obtained the verdict at the trial, and the judgments of the Courts of Queen's Bench and Exchequer Chamber in their favour, the West Basset party abandoning their threatened appeal to the House of Lords; and the South Frances adventurers accordingly obtained their damages and costs at that action.

In Lyle *v.* Richards the West Basset adventurers obtained a verdict in their favour, the learned judge who tried the cause reserving leave, however, to South Frances to set aside that verdict, with which he said he was dissatisfied, and expressing his opinion that if it were a question of law (as he thought it was) West Basset had failed to make out their case. South Frances accordingly obtained a rule from the Court of Queen's Bench, in which the action was brought, granting them a new trial, at all events, in case the Court of Error, to which they referred the questions of law, should not decide in their favour upon the law. This was the rule which came on for argument on Thursday before the above-named learned judges, and which occupied their attention nearly the whole day.

Mr. MONTAGUE SMITH, Q.C. (with whom was Mr. Karslake, Q.C.), appeared for South Frances, who were the appellants in this Court, and argued that the facts as to the locality having been found, the question became one of law for the Court upon the construction of the documents.

The SOLICITOR-GENERAL (Sir R. P. Collier), with whom were Mr. Coleridge, Q.C., and Mr. Henry Ballard, appeared for the respondents (West Basset), and argued that the jury were the proper parties to decide upon the case; but that if it were for the Court, there was an ambiguity which would let in the rule of law that the grant must be taken most strongly against the grantor. The Court, however, thought otherwise, and (without hearing Mr. Montague Smith in reply) unanimously delivered judgment in favour of South Frances, which it is to be hoped will put an end to this tedious and expensive litigation, and that the two mines will henceforth proceed on principles of amity and good feeling one towards the other, for the best interests of their respective shareholders. It appears that both mines inadvertently worked beyond their proper boundary, even though they succeeded for the line for which they respectively contended; and South Frances paid into Court 525*l.* for the ore taken beyond the line from the north-east corner of the house, and which has now been determined by the Court of Exchequer Chamber; and the sufficiency of this sum will be the subject of arbitration by some independent mining agent.

The Judgment, which was then given in favour of South Wheal Frances, will appear *in extenso* in next week's Journal.

Mr. JEHU HITCHINS, of whose numerous extensive inspections in various parts of the world we have often had to give notice, we understand is again about to leave England for Greece, to visit some islands in the Archipelago, to report on the sulphur and lead mines said to exist and to promise great riches. On his route Mr. Hitchins touches at Marseilles, Genoa, Naples, Messina, in Sicily, and Athens.

OKEL TOR.—An influential authority has recently inspected this property, and his report thereon is of the most encouraging character. It concludes by stating—"I believe that I have before expressed to you a favourable opinion of this mine, and I am glad to have this opportunity of again expressing myself in much stronger terms, by saying that I never saw the mine look so well as at present, and as soon as the points which I referred to are accomplished, with a continuation of the present appearances, nothing can prevent the mine from giving a good profit, and dividends to the adventurers."

BRITISH ZINC ROLLING COMPANY (Limited).—The creditors are required to send the particulars of their claims to the official liquidator by July 5—the 12th having been appointed by the Master of the Rolls for adjudicating upon them.

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before MONDAY, the 27th instant, to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply— ONE HUNDRED TONS of CAKE COPPER.

And that the conditions of the said contract may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 27th day of June, 1864, after which hour no tender will be received. GERALD C. TALBOT, Director-General.

India Office, June 16, 1864.

Tenders for Steam Coal.

SOUTH-EASTERN RAILWAY—CONTRACT FOR HARD STEAM COAL.—The Directors of the South-Eastern Railway Company are PREPARED to RECEIVE TENDERS for the SUPPLY of TEN THOUSAND TONS of HARD STEAM COAL, suitable for locomotive purposes, to be delivered in trucks on to the company's line at Reading.

Tenders to be sent in on or before Wednesday, the 22d June inst., endorsed "Tender for Coal," addressed to the undersigned. S. SMILES, Sec.

London Bridge Terminus, June 10, 1864.

NORTH WHEAL SETON COPPER MINING COMPANY (LIMITED).

Capital £25,000, in 1000 shares of £25 each.
Deposit, £2 10s. per share.

CHAIRMAN—J. T. FENTON, Esq., Stapleton House, Leeds, Colliery Owner.
BANKERS—Messrs. Beckitt and Co., Leeds.
SECRETARY—G. Simpson, 55, Albion-street, Leeds.
MANAGERS—C. and C. Thomas, Redruth, Cornwall.

This company is formed for the purpose of working the North Seton Mine, which is situate at Camborne, in Cornwall, the richest district in Europe for copper, and to the west of the celebrated Setons and Tolgus Mines, which have realised immense profits, the West Seton Mine alone having returned in one year £49,000, and still being one of the richest mines in the district.

Shafts have been sunk in this sett, and three promising lodes discovered, two of them from 4 ft. to 5 ft. wide, and the other from 7 ft. to 8 ft. wide.

Applications for shares and prospectuses to be made to MR. GEORGE SIMPSON, 55, Albion-street, Leeds.

EAST WHEAL FLORENCE, CALLINGTON, CORNWALL.

At a MEETING of the adventurers, held at the residence of Mr. Henry Trefusis Smith, Morice square, Devonport, on the 30th May, 1864, it was resolved:—"That the mine be divided into 6000 shares, of which 4000 at least be considered the property of the original adventurers, and that the remaining portion be offered to the public at £2 per share."

The adventurers have great confidence in calling the attention of those interested in mining operations to the accompanying reports, which they have received from practical men, who have been requested to state their opinions as to the prospects which East Wheal Florence offers to those who may feel disposed to take a share in opening up so valuable a district.

REPORTS.

March 10, 1864.—By your request I have inspected the above mine, and beg to hand you my report thereon. I presume there is no necessity for me to enter into detail respecting the length and breadth of this mineral property, but content myself by saying that this sett is situate in the parish of Callington, in a good mining district, and is very extensive, especially in the direction of the lodes which have been discovered traversing the sett, being upwards of 500 fms. in length on the course of them. There has been already two large and very promising lodes (and there is no doubt there are several others within the sett) discovered—viz., the Wheal Tonkin and the Wheal Florence lodes, only one of which (the Wheal Florence lode) has yet been wrought on by the present company. On this lode a shaft has been sunk to a depth of 12 fms. from the surface, on a lode varying in size from 5 to 6 ft. wide, with an underlie south of about 1 ft. in a fathom; this lode is composed of iron pyrites (mundic), quartz, and black and yellow copper ore, of excellent quality, producing of the latter from 2 to 4 tons per fm. in many places in the course of sinking the shaft, which is confirmed by the plies of ore now on the surface and in course of dressing. The lode now standing in the ends of the shaft will, no doubt, pay for taking away, and leave a good profit to the adventurers. To the south of the Wheal Florence lode an adit was commenced and driven in a northerly direction about 40 fms. (and intersected the before-named lode about 13 fms. west of the shaft), through a beautiful stratum of clay-slate, and intersecting in its course several branches of quartz, containing portions of yellow copper ore, dipping north towards the lode, and will, no doubt, prove good auxiliaries to it in depth. From this point of intersection of the lode by the adit a level has been driven east by the side of the lode, and communicated with the shaft; the lode has been cut into in several places, and shown unmistakeable indications of there being found a good productive lode when taken down, especially near the shaft, which the men have now commenced doing. About 7 or 8 fathoms north of Wheal Florence lode is the Wheal Tonkin lode, which is also a large and promising lode where seen at the surface, and can be intersected by the continuation of the adit level further north, at a comparatively small expense, the ground being easy for driving. When this is accomplished you will be better able to judge both of the quality and underlie of the lode, and whether the lodes are converging towards each other in depth or not, and thereby ascertain if the present shaft should be converted into an engine-shaft, for the development of the two lodes, or if a shaft should be placed in another position for that purpose. I would also recommend the driving east of a level on the course of the Wheal Florence lode, in the adit level, for the further development of the lode, and the taking off the surface water at that level, besides the opening up some orey ground in that direction. I would also advise the sinking of your present shaft as deep as practicable for water, as a trial shaft, on the lode; and if, in the course of deepening it, it is found to continue productive, and also to be in its proper place, then at once erect the necessary machinery, and push it down as quick as possible; for from the present appearance of the lodes, where already wrought on, there can be scarce a doubt but that at a reasonable depth you will have a good and lasting dividend-paying mine.

N. SECCOMBE.

Camborne, May 10, 1864.—In pursuance of your request, I have carefully inspected the above mine and sett, and have the pleasure to hand you my report. The sett is situated in the rising ground to the north-east, and close to the town of Callington; it is extensive, being upwards of 500 fathoms in length on the course of the lodes, and about 400 fms. in breadth. It includes Wheal Tonkin in the eastern ground, and adjoins the well-known Redmoor Mines to the west. The stratum is clay-slate, and no great distance from the granite to the north. Three known lodes traverse the sett for its entire length, two of which have been intersected 12 fms. below the surface, by a cross-cut adit of 40 fms., and about 220 fms. from the western boundary. Knowling's lode is the most southerly yet seen; it has been opened on by level 15 fms. east of the adit cross-cut. In this driving the lode has varied from 2 to 3 feet in width, with an underlie of 15 in. per fm. south; it is composed of quartz, chlorite, mundic, and at intervals bunches of rich yellow copper ore. Knowling's shaft is sunk 12 fms below the surface, and communicated with the adit 2 fms. behind the end; the lode in this shaft is from 2 to 3 ft. wide, much of the same character as in the level, also yielding bunches of copper ore. About 4 fms. west of Knowling's shaft the back of the level is working by two men, at 10s. in 1*l.* tribute. Smith's lode is intersected 5½ fms. north of Knowling's, and developed by level 9 fms. west of the adit cross-cut. In this driving the lode is 4 ft. wide, and underlies 1 ft. per fm. south; it is composed of mundic, chlorite, and prian, with occasional stones of yellow copper ore; this lode carries a good flookan on the south side, is well defined, and of a very promising character. The rising ground which these lodes traverse ranges east, consequently they will take back in that direction, and in the eastern ground 20 fms. of backs or more may be obtained above the adit level. They vary a few degrees in their bearings, and will form a junction about 50 fms. to the east of Knowling's shaft. This is a very important point to see, and I would recommend a vigorous prosecution of the adit on each of these lodes in that direction, while they continue so strong and promising; but, should either of the lodes fall off in appearance, I would only drive the adit on the most promising to the junction, which is more central, and probably the best position for the engine-shaft. At all events, the exploration of these lodes at the adit will clearly define the subsequent course you ought to pursue. In conclusion, looking at the small extent of ground opened on these lodes, and the quantity and quality of ore sampled (20 tons), I am inclined to think that pretty much copper ore will be raised above the adit level, and I beg to add that I have scarcely ever seen a sett which offers greater inducements for the investment of capital.

WILLIAM PASCOE.

East Wheal Russell, May 19, 1864.—I have this day carefully inspected the above-named mine, and beg to hand you my report thereon. The sett is situated on the south-west side of Kit Hill, in the parish of Callington, in the county of Cornwall, and is upwards of 500 fms. east and west on the line of the lodes, and about 400 fms. from north to south, and the stratum in which the lodes are embedded is a light blue clay-slate. Close to the granite range an adit level has been driven north about 40 fms., and intersected two lodes, which is about 200 fms. east of the western boundary. The south lode (Knowling's) being opened on by a level about 17 fms. east, varying in size from 1½ to 4 feet in width, composed of capel, quartz, peach, prian, mundic, black oxide, grey and yellow sulphate of copper ore, and underlying south about 1 ft. in a fathom, and the present end (east) presenting a promising appearance. From the present bearing of the lodes, an improvement may be fairly expected. When this level is extended east about 70 or 80 fms. no doubt a junction of the lodes will take place. The lode has been opened on to the west of the adit about 3 fms., the bottom of the level producing a little rich yellow copper ore in places, the lode in the end being small; but as the hill drops fast in this direction there cannot be much chance of an improvement in this direction at so shallow a depth; therefore, I would recommend the suspension of the driving in that direction before sinking deeper. Knowling's shaft has been sunk 12 fms. below surface, and communicated to the adit level, and also sunk a few feet below the adit. The lode in the shaft from surface to adit varies in size from 4 to 4½ ft. wide, of a strong character, and produces copper ore in places. There is a tribute pitch working in the back of the adit, by two men, at 10s. in 1*l.* The adit level has been driven north 3 or 4 fms. from the south lode, and intersected Smith's lode, which has been opened on about 7 fms.; the lode in the end is from 3½ to 4 ft. wide, composed of capel, quartz, prian, peach, mundic, and copper ore, and is decidedly of a healthy character; the stratum in which the lodes are embedded is soft clay-slate, and the underlie south about 1½ ft. in a fathom. The south lode underlying less, there is every reason to believe that in about 40 or 50 fms. the two lodes will form a junction in depth. As the driving is extended eastward on this north lode, I am of opinion that tin will be found on the back. By present appearances, these lodes will produce large quantities of copper ore at a shallow depth. It is well known the property is in good mineral-bearing strata, being close on the junction of the granite and killas, and the mines in the north produced large quantities of copper ore.

JOHN GOLDSWORTHY.

Applications for shares to be made on or before the 30th June, to the purser, Mr. R. E. KNOWLING, Morice-square, Devonport.

IRON TRADE CIRCULAR (RYLAND).

—An opinion has been for some time past prevalent in the iron trade, that it is desirable to institute a medium for communicating information of importance which might be depended upon as an unbiassed authority. To this intent I have myself been frequently applied to by influential parties in the iron trade, who expressed a strong desire that I should undertake the issuing of such a Circular, as they considered a Circular coming from me would carry with it sufficient authority; while my known position in the trade would operate as a guarantee against undue bias in any statements therein contained.

I had declined up to the present time taking upon myself a duty so onerous, but have been induced to change that resolution by the growing conviction on all sides that some such Circular has become an absolute necessity for protecting the public, as well as the trade, by the publication of facts, and facts only. Acting under this impression, and assured of sufficient support from many quarters, I have consented to undertake the issue and independent superintendence of the "IRON TRADE CIRCULAR," which will be published at the offices of C. Ryland and Sons, and the "IRON TRADE CIRCULAR" office, at Birmingham, on Saturday, the 25th inst.

To this Circular the name of my firm will be appended; indeed, it will be generally known in the trade as "Ryland's Circular;" and for the statements therein made, so far as trade matters are concerned, I shall hold myself responsible equally as if I were giving advice by word of mouth to my clients.

The "IRON TRADE CIRCULAR" will be eminently the business journal of the mining districts. Its information will be in all cases dependable, trustworthy, authentic, unbiassed, and complete, comprising, as it will do, not only the business news of the South Staffordshire district, but generally of the entire mining districts of the kingdom. Arrangements have been already effected for communications from official sources, of all matters, monetary and political, likely to influence prices. A combination of foreign and home telegraph communications (already arranged for) will enable me to furnish information up to the latest possible moment.

The Money Market Intelligence of the "IRON TRADE CIRCULAR" will be from the highest authority.

A portion of the paper will be regularly set aside for announcements or advertisements of matters of interest to the trade, as sales of mines, minerals, property, plant, contracts for works, &c.

For the purposes of the "IRON TRADE CIRCULAR," an office will be opened in Birmingham. The Circular will be transmitted, post free, to all annual subscribers of two guineas, payable (10s. 6d. quarterly) in advance.

I shall be obliged by any information of trade interest being directed during the ensuing week to my offices, The Mount, Handsworth, Birmingham.

The Mount, Handsworth, June 15, 1864. CHARLES RYLAND.

In Chancery.

PURSUANT to a Decree of the High Court of Chancery, made in the matter of the ESTATE of JAMES HOLLOW, late of the parish of UNY LELANT, HAYLE, in the county of CORNWALL, mine agent, deceased, and in a cause between Richard Hallett, Charles Robert Essex, and Alfred Richards, plaintiffs, and Thomas Hollow, defendant, the CREDITORS of the above-named James Hollow, deceased, are, by their solicitors, on or before the 4th day of July, 1864, to COME IN and PROVE THEIR CLAIMS, at the chambers of the Vice-Chancellor, Sir Richard Torin Kindersley, No. 3, Stone-buildings, Lincoln's Inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Tuesday, the 12th day of July, 1864, at Twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.

J. A. BUCKLEY, Chief Clerk.
DOUGLAS PLUCKNETT HINDLEY,
Dated this 7th day of June, 1864. 10, Old Jewry Chambers, E.C.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN RE CARN CAMBORNE MINE.

TO BE SOLD, pursuant to an Order made in a Cause Harding v. Daniell and Another, dated the 11th day of March last, BY PUBLIC AUCTION, at the Registrar's Office, Truro, on Wednesday, the 29th day of June inst.,

20 (6000ths) SHARES of the defendant William Thomas Daniell,
Of and in the said MINE. JOSEPH ROBERTS, Truro
(Agent for R. W. Childs, Plaintiffs' Solicitor, 25, Coleman-street, London).
Dated Registrar's Office, Truro, June 16, 1864.

SALE of DESIRABLE FREEHOLD FARMS, and a VALUABLE SLATE VEIN, in the parishes of TRAWSFYNYDD and MAENTWROG, MERIONETHSHIRE.

MR. W. DEW WILL SELL, BY AUCTION, at the Oakeley Arms Hotel, Tanybwich, on Thursday, the 7th day of July, 1864, at Twelve o'clock at noon (unless previously disposed of by private contract, of which due notice will be given), subject to conditions to be then and there produced, in three lots, all those TWO FREEHOLD FARMS, called COED CAE DU and HENDRE MUR, now in the occupation of Ellis Humphreys and Ann Evans, as tenants from year to year, situate in the above parishes, containing FOUR HUNDRED AND SEVENTY FIVE ACRES or thereabouts of ARABLE and PASTURE LAND, together with extensive right of common appertaining thereto on Maentwrog Mountain.

These farms are conveniently situated on each side of the main road leading from Tanybwich and Festiniog to Trawsfynydd and Dolgelly, distant four miles from Tanybwich, six miles from Festiniog, one mile from Trawsfynydd village, and thirteen from Dolgelly, and are well worth the attention of capitalists, being in the centre of a large tract of mineral country, and near the auriferous districts.

An extensive slate vein exists upon Ffriddgoch part of Coed Cae Du, and trials have been newly opened on part of it, the prospects of which are considered unexceptionable, being a continuation of the Braich Ddu Vein, which is now being extensively worked by a wealthy company, within a few hundred yards of the property.

A tack-note has been granted to a party from the present owner, to commence from the 1st day of May last, for one year, containing the usual covenants and agreements for a lease of 21 years, at a dead rent of £10 per annum, merging into a royalty of 1-12th, and this farm, or such part of it as is included in the tack-note, will be sold subject to the same.

The contemplated line of railway from Dolgelly to the Festiniog Slate Quarries, and thence on to Portmadoc and Portbynllaen, will have to pass very near, if not through, one or other of these farms. The farm of Coed Cae Du is capable of great improvement, and its present value may be very greatly enhanced at a small expense.

The property affords good partridge and hare shooting. The respective tenants will show the farms.

Further particulars and plans may be had on application to the auctioneer, British Hotel, Bangor; or to Mr. O. OWEN, solicitor, Beaumaris.

GOUROCK COPPER MINE FOR SALE.

—The above mine is within one mile of a shipping port on the Clyde, where the ores can be shipped to market. There has been expended on the mine by the late proprietors nearly £2000. They have sent to Swansea 59 tons copper ore, which has produced upwards of £300. The mine has been wrought open cast, and as far as seen the ore seems to be continuous. There is a lode of cupreous sandstone 10 ft. thick, containing from 2 to 3 per cent. of copper, and a lode at bottom 2 in. thick, containing over 25 per cent. There has been erected a 25-feet water-wheel, also two jiggers and one buddle, besides quarrying utensils and necessary buildings. The ore is easily wrought, and by a small outlay water may be had to crush and dress from 40 to 50 tons per day. The whole to be sold in one lot, and offers to be made by the 1st July.—Further particulars may be learned by addressing Liquidators of the Gourock Copper Mine, care of Mr. F. Dunlop, 2, Church-place, Greenock.

THE HYDRAULIC TUBE DRAWING AND STEEL ORDNANCE COMPANY (LIMITED).

Incorporated under the Companies Act, 1862, by which the liability of shareholders is strictly limited to the amount of their shares.

Capital £150,000, in 15,000 shares of £10 each. First issue 7500 shares.
Deposit £1 on application, and £1 on allotment.
Subsequent calls not to exceed £1 per share, and at intervals of not less than three months; but not more than £5 per share in all will be called up unless by consent of a general meeting.

TEMPORARY OFFICES—160, GRESHAM HOUSE, OLD BROAD STREET.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of purchasing and developing certain new and valuable patents for improvements in the drawing and shaping of metals, and for the machinery employed therein. By this process metal tubes can be produced from the fineness of a needle to the size required for the largest ordnance, and its products may be applied to numberless other uses, with infinitely increased strength and diminished cost.

The patentees, in order to afford those interested a means of testing the commercial value of their mode of manufacture, have erected a powerful hydraulic draw bench, of 600 tons pressure, at temporary works in London, 67, Willow-walk, Bermondsey, where it has been seen in operation, in consequence of which applications have been received for licences and machinery, and from these sources alone a large annual income cannot fail to be derived.

Samples of the manufacture can be seen at the company's offices, and cards to view the machine in operation can be obtained on application to the secretary.

Further particulars are given in the detailed prospectus.

Applications for shares must be made either to the secretary or to the brokers of the company.

THE HYDRAULIC TUBE DRAWING AND STEEL ORDNANCE COMPANY (LIMITED).

—Notice is hereby given, that the SHARE LIST of the above company will be CLOSED on SATURDAY, the 25th inst., for LONDON, and on MONDAY, the 27th inst., for the COUNTRY.

By order, A. PLATT, Sec.
Temporary offices, No. 160, Gresham House, Old Broad-street, E.C., June 15, 1864.

THE GREAT NORTH VOR TIN AND COPPER MINING COMPANY (LIMITED).

To be incorporated under the Joint-Stock Companies Act, 1862, by which the liability of shareholders is strictly limited to the amount of their respective subscriptions.

Capital £25,000, in 5000 shares of £5 each.
Deposit £1 per share on application, and £1 on allotment.

DIRECTORS.

JOSEPH ATWELL, Esq., 72, Bedford-gardens, Kensington (Chairman of the Deal and Walmer Pier Company). [Company).
JAMES BANCKS, Esq., Broxbourne (Director of the Tamar and Callington Railway
MOFFATT C. W. HORNE, Esq., 29, Guildford-street, Russell-square.
General MASON, South Parade, Trafalgar-square, Brompton.
JOSEPH NIGHTINGALE, Esq., 150, Leadenhall-street, E.C.
Lieutenant-Colonel TODD, Springfield-road, St. John's-wood.

BANKERS—The Alliance Bank (Limited), Lothbury.
BROKERS—Messrs. Aaris and Co., 41, Lombard-street.
SECRETARY—G. Bedford, Esq.

OFFICES,—11, ST. BENET'S PLACE, GRACECHURCH STREET.

PROSPECTUS.

This company is formed for purchasing and working the mines formerly known as the Leedstown Consols and Polgiase, with several contiguous lodes, now all included under the name of Great North Vor. The property will be held under a lease of 21 years, at the low royalty of about 1-18th, and is located in the midst of the Breage and Crowan Mines, which in the aggregate have made returns of about 2,000,000*l.* The mines in this disirict have sold the richest ores of copper and tin known in Cornwall, and considering the comparatively shallow depth yet attained in most of the mines, the produce in quality and quantity of the ores of metals raised is remarkable. The only two deep mines in the district are on the Wheal Abraham and Great Wheal Vor lodes.

The Great North Vor Mine is situated between Hayle and Camborne, and is within two miles of the main line of railway. The old Godolphin Mine adjoins the sett in the west, Great Wheal Vor lying to the south, while the celebrated Crenver and Abraham is on the east. Each of these mines has, as is well known, returned immense quantities of ore. A provisional agreement has been entered into for the purchase of the leases of this property for £2500 in cash and £3000 in shares fully paid up.

Reports from miners who have been familiar with the district from their youth are furnished, from which it will be evident that this is a very valuable property, and may be looked on as a sound investment.

In the event of no allotment being made, all deposits will be returned in full.

STATEMENT OF PROFITS REALISED BY THE MINES ADJACENT TO THE PROPERTY OF THE GREAT NORTH VOR COMPANY.

East Treasury—First working .. £	90,000	Godolphin	£116,000
" Second working.	50,000	Julia	300,000
Crowder	73,000	Strawberry	120,000
West Treasury	6,000	Relistian—Last working.....	10,000
Wheal Sarah	85,000	Wheal Janey.....	30,000
Binner Downs, above the 40	80,000	Tremayne—Present working....	2,000
Abraham—Second working	38,000	North Binner Downs	25,000
" First working	250,000	Great Wheal Vor—Last working.	500,000
Carzise	20,000	Wheal Metal	60,000
Wheal Mary	12,000	Great Fortune—Present working	12,000
Wheal Mount	50,000		

Full prospectuses, with forms of application for shares, can be obtained from the brokers, Messrs. Aaris and Co., 41, Lombard-street; or the secretary, at the offices of the company, where specimens from the lodes, and plans and sections of the property, may be seen.

THE GREAT NORTH VOR TIN AND COPPER MINING COMPANY (LIMITED).

Notice is hereby given that, in consequence of the numerous applications for shares in this company, the directors have appointed TUESDAY, the 28th day of June, as the LAST DAY for RECEIVING APPLICATIONS. All allotments will be made according to priority of application. By order, G. BEDFORD, Sec.
11, St. Benet's-place, Gracechurch-street.

Tavistock Ironworks, Devon.—(Established 1804.)

GILL AND CO., ENGINEERS AND IRONFOUNDERS, MANUFACTURERS of STEAM ENGINES and BOILERS, CRANES of ALL DIMENSIONS, STEELED SHOVELS to any pattern. EVERY DESCRIPTION of CAST and HAMMERED IRON for MINING, MANUFACTURING, and AGRICULTURAL PURPOSES.

HAMMER MILLS. EDGE TOOL MANUFACTORY.
FOREIGN MINES SUPPLIED ON LIBERAL TERMS.
VARIOUS DESCRIPTIONS of SECOND-HAND MACHINERY CONSTANTLY ON HAND.

N.B.—AGENTS for TANGEY'S PATENT HYDRAULIC LIFTING JACK, and WESTON'S PATENT DIFFERENTIAL PULLEY BLOCKS.

CLAYTON, SHUTTLEWORTH, AND CO., ENGINEERS,

MANUFACTURERS of PORTABLE and FIXED STEAM ENGINES, MACHINERY for PUMPING, HOISTING, GRINDING, SAWING, &c., ENGINES for STEAM CULTIVATION, SELF MOVING ENGINES for COMMON ROADS and AGRICULTURAL PURPOSES GENERALLY.

STAMP END WORKS, LINCOLN; and
78, LOMBARD STREET, LONDON.
ALSO AT
LOWENGASSE No. 44, LANDSTRASTE, VIENNA, and GEGENUBER DEM BAHNHOF, PESTH.

Descriptive, illustrated, and priced catalogues free per post.
SPECIAL DRAWINGS WHEN REQUIRED.
THE BEST STEAM THRASHING MACHINERY MADE.

Exhibition Medal, 1862.

WEIGHING MACHINERY, CONSISTING OF

PLATFORM WEIGHING MACHINES and HIND'S PATENT RAIL and ROAD WEIGHBRIDGES, overhead TRAVELLING WEIGHING CRANES and CRABS, RAILWAY WEIGHING TURNABLES, &c.

CRANES

Of the WALL, PILLAR, PORTABLE, or TRAVELLING KINDS; and CRABS and WINCHES for STEAM or HAND POWER, &c. Also, TURNTABLES, WATER COLUMNS, TANKS, and PUMPING MACHINERY, and GENERAL RAILWAY PLANT, manufactured by

RICHARD KITCHIN, ENGINEER AND IRONFOUNDER,
SCOTLAND BANK IRONWORKS, WARRINGTON.

Prize Medal Awarded Great Exhibition, 1851, and International Exhibition, 1862.

PATENT SAFETY FUZE WORKS, TUCKINGMILL, CORNWALL.—We beg respectfully to inform the public that since the decease of the late Mr. THOMAS DAVEY this firm has consisted of JOHN SOLOMON BICKFORD, GEORGE SMITH, FRANCIS PRYOR, SIMON DAVEY, and WILLIAM BICKFORD SMITH. It is requested that all letters may be addressed, and all cheques and drafts made payable to us, as BICKFORD, SMITH, AND CO.

THE UNITY PATENT SAFETY FUSE COMPANY SCORRIER, CORNWALL, SOLICIT ORDERS for the DIFFERENT KINDS of SAFETY FUSE which they are PREPARED to SUPPLY, of SUPERIOR QUALITY, and of ANY LENGTH.

Gun Cotton Manufactory.

MESSRS. THOMAS PRENTICE AND CO., GREAT EASTERN CHEMICAL WORKS, STOWMARKET, SUFFOLK.

This manufactory has been established for the purpose of preparing GUN COTTON, according to the Austrian process, and was opened on the 26th of January last, under the inspection of Baron Lenk. Messrs. Thomas Prentice and Co. are now able to SUPPLY GUN COTTON, in its most approved form, either for the purposes of engineering and mining, or for military and submarine explosion, and for the service of artillery, as a substitute for gunpowder.

The advantages of Baron Lenk's GUN COTTON are the following:—

FOR PURPOSES OF ARTILLERY.—The same initial velocity of the projectile can be obtained by a charge of gun cotton one-fourth of the weight of gunpowder. There is no smoke from the explosion of gun cotton; it does not foul the gun, nor heat it to the injurious degree of gunpowder. There is much smaller recoil of the gun. The same initial velocity of projectile is produced, with a shorter length of barrel. In projectiles of the nature of explosive shells it breaks the shell more equally into much more numerous pieces than gunpowder. When used in shells, one-third the weight of gun cotton produces double the explosive force of gunpowder.

FOR CIVIL ENGINEERING AND MINING.—In driving tunnels through hard rock a charge of gun cotton of given size exerts double the explosive force of gunpowder, thus a smaller number of holes is necessary. It may be so used as, in its explosion, to reduce the rock to much smaller pieces than gunpowder, and so facilitate its removal. As gun cotton produces no smoke, the work can proceed much more rapidly, and with less injury to the health of the miners. In working coal mines the advantages of bringing down much larger quantities of material with a given charge, and the absence of smoke in the explosion, enable a much greater quantity of work to be done in a given time at a given cost. The weight of gun cotton required to produce a given effect in mining is only one-sixth part of the weight of gunpowder. In blasting rock under water the wider range and greater force of a given charge is a great element in cheapening the cost of submarine work. The peculiar local action of gun cotton, to which the effects of gunpowder show no analogy, enables the engineer to destroy and remove submarine stones and rocks, without the preliminary delay and expense of boring chambers for the charge.

FOR MILITARY ENGINEERING.—The facility of transport is increased, the weight of gun cotton being one-sixth that of gunpowder. The peculiar localised action of gun cotton facilitates the destruction of bridges and palisades, and every obstacle. For submarine explosion, gun cotton has the advantage of a much wider range of destructive power than gunpowder. For the same purpose gun cotton, from its lightness, has the advantage of keeping afloat the water-tight case in which it is contained, while gunpowder sinks it to the bottom.

FOR NAVAL WARFARE.—In the batteries of ships, between decks, and in casemated forts, the absence of smoke facilitates continuous rapid firing. The absence of fouling and of heating are equally advantageous for naval as for military artillery.

GENERAL ADVANTAGES.—Time, damp, and exposure do not alter the qualities of the patent gun cotton. It has already been preserved 10 years without injury or decay. It can be transported through fire without danger, simply by being wetted, and when dried in the open air it becomes as good as before. In the case of a ship, or a fortress, or a city being on fire, this quality may be of the greatest value. It is much safer than gunpowder, owing to its being manufactured in the shape of rope or yarn. It cannot escape from its package, or be spilled by accident. The patent gun cotton is entirely free from the danger of spontaneous combustion, and secures that degree of safety and certainty which, at the time of the original invention, the gun cotton of Schönbein did not possess.

Messrs. THOMAS PRENTICE and Co. are now in a position to contract with the owners of mines, engineers, contractors, and governments for gun cotton prepared in the various forms required for their use. Mining charges will be supplied in the rope form, according to the diameters of bore required, and gun cotton match-line, as well as instructions for using it in mines, will be supplied with it.

The great advantage of gun cotton make its use in practice very much cheaper than its comparative price would appear to show; in blasting rock, for example, the rapidity and quantity of the work done, with a given expense of wages, &c., is largely in favour of gun cotton.

Messrs. THOMAS PRENTICE and Co. are also prepared to manufacture the gun cotton, and deliver it in the form of gun cartridges, adapted to every description of ammunition; all they require for this purpose being a drawing of the gun, gunpowder cartridge, and ammunition, with the specification of weights, sizes, and initial velocities.

Artillerists who prefer to manufacture their own cartridges may make special arrangements with the patentee through Messrs. PRENTICE and Co.

Stowmarket, March 10, 1864.

BASTIER'S PATENT CHAIN PUMP,

APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY APPLICABLE TO ALL KINDS OF MINES, DRAINAGE, WELLS, MARINE, FIRE, &c.

J. U. BASTIER begs to call the attention of proprietors of mines, engineers, architects armers, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine, as daily demonstrated by use:—

1.—It utilises from 90 to 92 per cent. of the motive power.
2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for mining purposes.
3.—It occupies a very small space.
4.—It raises water from any depth with the same facility and economy.
5.—It raises with the water, and without the slightest injury to the apparatus, sand, mud, wood, stone, and every object of a smaller diameter than its tube.
6.—It is easily removed, and requires no cleaning or attention.

A mining pump can be seen daily at work, at Wheal Concord Mine, South Sydenham, Devon, near Tavistock; and a shipping pump at Woodside Graving Dock Company (Limited), Birkenhead, near Liverpool.

J. U. BASTIER, sole manufacturer, will CONTRACT to ERECT his PATENT PUMP at HIS OWN EXPENSE, and will GUARANTEE IT FOR ONE YEAR, or will GRANT LICENSES to manufacturers, mining proprietors, and others, for the USE of his INVENTION.

OFFICES, 47, WARREN STREET, FITZROY SQUARE.
London, March 21, 1859. Hours from Ten till Four. J. U. BASTIER, C.E.

MR. BRENTON SYMONS, MINING ENGINEER AND SURVEYOR, can PROCURE MINING SETTS in ANY DISTRICT in CORNWALL or DEVON.—18, Hatton-garden, E.C.

MR. BRENTON SYMONS INSPECTS and REPORTS on ANY MINERAL PROPERTY. In all cases where procurable a plan will accompany his report.—18, Hatton-garden, E.C.

CHIVERTON MINING DISTRICT.—MR. R. SYMONS begs to inform the subscribers to his forthcoming Map that the delay of the publication has arisen from the circumstance that the boundaries of some of the mines are undetermined; as soon as these are settled the work will proceed to completion.

Truro, March 24, 1864.

MR. GEORGE HENWOOD, MINING ENGINEER, LOCHHEAD HOUSE, LOCHWINNOCH, SCOTLAND, OFFERS his SERVICES and ADVICE on mines situated in any part of England, Scotland, Wales, Ireland, Isle of Man, &c. Mr. Henwood's extensive experience in his peculiar department of mining science is well known, and will be exerted to the utmost for the benefit of his clients.

ESTABLISHED 1800.

EDGE AND SON,

MANUFACTURERS OF

IMPROVED FLAT and ROUND CHAINS and WIRE ROPES,

For MINING PURPOSES.

BOUKS, KIBBLES, BOILERS, IRON BLOCKS, and BLOCK CHAINS.
RAILWAY COUPLINGS, HORSE TRACES, CRANE CHAINS,
USES, and FORGINGS.
MANUFACTORY, COALPORT, SHROPSHIRE.

Prize Medal Awarded Great Exhibition, 1851, for Mining Chains.

Prize Medals—International Exhibition, Class 1 and 2.

PATENT PLUMBAGO CRUCIBLES.—

The CRUCIBLES manufactured by the PATENT PLUMBAGO CRUCIBLE COMPANY are the ONLY KIND for which a MEDAL has been AWARDED, and are now used exclusively by the English, Australian, and Indian Mints; the French, Russian, and other Continental Mints; the Royal Arsenals of Woolwich, Brest, and Toulon, &c.; and have been adopted by most of the large ENGINEERS, BRASSFOUNDERS, and REFINERS in this country and abroad. The GREAT SUPERIORITY of these melting pots consists in their capability of melting on an average 40 pourings of the most difficult metals, and a still greater number of those of an ordinary character, some of them having actually reached the EXTRAORDINARY NUMBER of 96 meltings. They are unaffected by change of temperature, never crack, and become heated much more rapidly than any other crucibles. In consequence of their great durability, the saving of waste is also very considerable.

The company have recently introduced CRUCIBLES SPECIALLY ADAPTED for the following purposes, viz.:—MALLEABLE IRON MELTING, the average working of which has proved to be about seven days; STEEL MELTING, which are found to save nearly 1¼ ton of fuel to every ton of steel fused; and for ZINC MELTING, lasting much longer than the ordinary iron pots, and saving the great loss which arises from mixture with iron.

For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Battersea Works, London, S.W.

Fully described in the MINING JOURNAL of July 5.

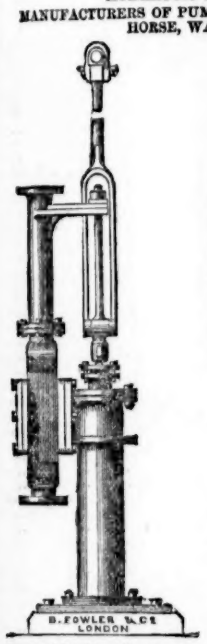
TESTIMONIAL JUST RECEIVED.

Queen's Cross Brass Foundry, Dudley, June 10, 1864.—We have much pleasure in giving our testimony to the great superiority of your crucibles. We have constantly used them for the last four years, and find that we can melt with one of the 100 lb. crucibles from 36 to 40 cwts. of our steel mixture for bearings, which we consider tries the pots much more than the ordinary brass or gun metal. There is also a very considerable saving in fuel and time, as we now make one furnace do the same work two formerly did with the clay pots. There is also much less waste from oxidation, in consequence of the metal being so quickly melted. After having tried many kinds, we have no hesitation whatever in pronouncing them to be the best and most economical crucibles that can be used, and so long as the quality is as good as it has hitherto been we shall on no account think of using any others.

We are, Sirs, faithfully yours, W. WESTLEY AND SON.

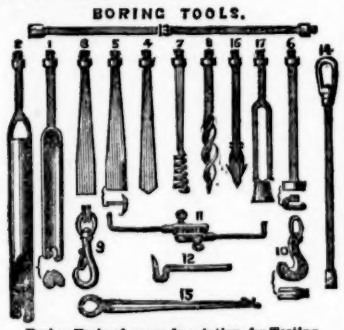
CLINTON AND OWENS (LATE B. FOWLER AND CO.),

WHITEFRIARS STREET, FLEET STREET, LONDON, E.C.,
HYDRAULIC AND GENERAL ENGINEERS,
MANUFACTURERS OF PUMPS OF EVERY DESCRIPTION FOR HAND, HORSE, WATER, OR STEAM POWER.

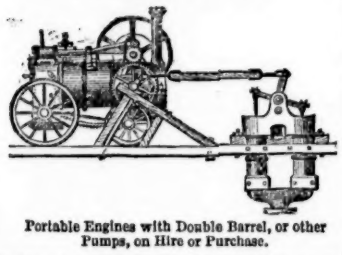


Improved Double-action Pumps.

BORING TOOLS.



Boring Tools of every description, for Testing Ground and for Artesian Wells.



Portable Engines with Double Barrel, or other Pumps, on Hire or Purchase.

Full information, Drawings, Price Lists, &c., relating to the above, and to Hydraulic Machinery of all descriptions—Cranks, Pulleys, Blocks, and Hoisting Tackle of superior manufacture—may be had on application.

MESSRS. W. EASSIE AND CO.,

RAILWAY SAW MILLS, MOULDING SHOPS, &c., AND
GENERAL TIMBER CONVERTING YARDS,
HIGH ORCHARD, GLOUCESTER,

Are PREPARED to FURNISH QUOTATIONS for any description of WOOD FITTINGS for home or foreign RAILWAY STATIONS, BARRACKS, EXHIBITIONS, DWELLINGS, WAREHOUSES, FACTORIES, STORES, GLASS HOUSES, &c.

They will also CONTRACT for WOODEN FITTINGS of ANY KIND in CONNECTION with IRON BUILDINGS, &c.

The above would in all cases be consigned ready fitted, so as to ensure speedy re-erection.

Numerous drawings of works of the above nature, already executed, can be seen on application, and references permitted to the engineers thereof.

The above Firm supply Barrows, Carts, Wagons, temporary Huts, permanent Shedding, and every description of Miners' and Contractors' Tools, at the very lowest prices. References can be given where many thousands of the above have been supplied to different parts of the world. Prices quoted on application. Delivered to any station, or home or foreign port.

ASSAYS AND ANALYSES UNDERTAKEN at MODERATE CHARGES, by MR. ARTHUR EVANS, LECTURER ON CHEMISTRY, NORMAL COLLEGE, SWANSEA.—Parcels to be directed Mr. A. EVANS, 12, High-street, Swansea.

THE BANKING, MINING, AND JOINT-STOCK COMPANIES REVIEW,
A JOURNAL OF COMMERCE, TRADE AND MANUFACTURE,
SCIENCE AND THE ARTS.

Published every Wednesday. Subscription, £1 1s. annually. Price 6d. stamped.

RAILWAYS AND MINES.

Capitalists who seek safe and profitable investments, free from risk, should act only upon the soundest information. The market prices for the day are for the most part governed by the immediate supply and demand, and the operations of speculators, without reference to the *bona fide* merits of the property. Railways depend upon the traffic, expenditure, and capital accounts, the probabilities of alliance or competition with neighbouring companies, the creation of new shares, the state of the money market as affecting the renewal of debentures, and other considerations founded on data to which those only can have access who give special attention to the subject. Mines afford a wider range for profit than any other public securities. The best are free from debt, have large reserves, and pay dividends bi-monthly varying from £15 to £25 per cent. per annum. Instances frequently occur of young mines rising in value 400 or 500 per cent. But this class of security, more than any other, should be purchased only upon the most reliable information. The undersigned devote special attention to railways and mines, afford every information to capitalists, and effect purchases and sales upon the best possible terms. Thirty years' experience in mining pursuits justifies us in offering our advice to the uninitiated in selecting mines for investment; we will, therefore, forward, upon receipt of Post-office order for 5s., the names of six dividend and six progressive companies that will, in our opinion, well repay capitalists for money employed.

MESSRS. TREDINNICK AND CO., STOCK and SHAREBROKERS, and DEALERS IN BRITISH MINING SHARES, 78, LOMBARD STREET, E.C.

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764).

Published every Saturday, price 2d., or quarterly 2s. 2d.

Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 195, High-street, Sunderland.

READ THE NEW MEDICAL GUIDE, written by a Physician, for the Self Cure of Nervousness, Indigestion, Loss of Memory, Dimness of Sight, Lassitude, &c. This work is illustrated with hundreds of cases and testimonials from patients, showing the treatment by which they were cured. Free by post to any address, on receipt of a stamped directed envelope.—Address to Messrs. SMITH, 8, Burton-crescent, Tavistock-square London, W.C.

NICHOLLS, WILLIAMS, AND CO., ENGINEERS,

BEDFORD IRONWORKS, TAVISTOCK.

MANUFACTURERS of STEAM ENGINES of EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS of EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS of ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK of EVERY DESCRIPTION.

ALL ORDERS FOR ABROAD RECEIVE their BEST ATTENTION. NICHOLLS, WILLIAMS, and Co. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

MESSRS. W. DERRY AND CO., MINING MATERIAL

MERCHANTS, ST. AUSTELL, respectfully inform the mining public that they have constantly ON SALE EVERY DESCRIPTION of MINING PLANT, in PITWORK, DRESSING APPLIANCES, &c., and STEAM ENGINES, as follows:—

ONE 50 in. cylinder	PUMPING.	ONE 26 in. ditto	ROTARY.
ONE 45 in. ditto ditto		TWO 25 in. ditto ditto	
ONE 40 in. ditto ditto		ONE 20 in. ditto	PUMPING.
ONE 30 in. ditto ditto			

ONE 10 horse power PORTABLE HIGH PRESSURE ENGINE.

Applications to be addressed as above, or to the engineer of the company, Mr. W. H. GRAY, St. Austell.

RAILWAY CARRIAGE COMPANY (LIMITED)

ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
Passenger carriages and wagons built, either for cash or for payment over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

THE BIRMINGHAM WAGON COMPANY (LIMITED)

is PREPARED to SUPPLY RAILWAY WAGONS of EVERY DESCRIPTION, capable of carrying 6, 8, or 10 tons, at annual rentals, or for purchase on deferred payments, on advantageous terms. EDMUND FOWLER, Sec.
OFFICES,—3, NEWHALL STREET, BIRMINGHAM.

THE BEVERLEY IRON AND WAGON COMPANY (LIMITED).

MANUFACTURERS of RAILWAY WAGONS, WROUGHT and CAST IRON CARRIAGE and WAGON WHEELS, LURRIES, and ROAD WHEELS and AXLES of EVERY DESCRIPTION.
PATENT WHEEL MANUFACTORY, BEVERLEY IRONWORKS, BEVERLEY, YORKSHIRE.

COAL CUTTING MACHINERY.—

The WEST ARDSLEY COMPANY having, by recently patented improvements, perfected their coal cutting machinery, worked by compressed air, are NOW READY to MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES.

The results of twelve months' experience in the working of these machines, by the West Ardsley Company, have proved most satisfactory, their use being found to CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE.

All communications to be made to Messrs. FIRTH, DONISTHORPE, and BOWER, No. 8, Britannia-street, Leeds.

NOTICE.—The WEST ARDSLEY COMPANY, having reason to believe that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may MAKE FOR SALE, or USE ANY MACHINERY in the construction of which any such INFRINGEMENT is MADE.

EDWARDS'S PATENT MINERAL ORE AND COAL

WASHING MACHINE.—This is by far the MOST ECONOMICAL, as well as the MOST PERFECT MACHINE MADE. Each machine is capable of washing 25 to 50 tons per diem, according to quality.—Full particulars, testimonials, &c., may be obtained from E. EDWARDS, Esq., C.E., 1, York-buildings, Adelphi, where a working model may be seen.

PAGE'S PATENT BOILER FLUID EFFECTUALLY

REMOVES and PREVENTS the INCRUSTATION in STEAM BOILERS of ALL KINDS, whatever the quality of the water, DOES NOT INJURE the METAL, and SAVES FUEL.—For testimonials and references, apply to Messrs. BRETT and Co., sole manufacturers, 150, Leadenhall-street, London.

DANIEL COLLINGE AND SON'S PATENT SPONGE CLOTHS.

WE HAVE APPOINTED MR. ELLIS LEVER, of this city, SOLE AGENT for the SALE of OUR PATENT SPONGE CLOTHS in the MINING DISTRICTS of GREAT BRITAIN. DANIEL COLLINGE AND SON.

Manchester, March 5, 1864.

I shall be glad to SUPPLY SAMPLES and PRICES of DANIEL COLLINGE AND SON'S PATENT SPONGE CLOTHS, which are a VALUABLE SUBSTITUTE for COTTON WASTE in the CLEANING of ENGINES and MACHINERY.

23, Marsden-square, Manchester. ELLIS LEVER.

Adopted by the Governments of Great Britain, Spain, Denmark, Russia, Brazil, East and West Indies.

EASTON'S PATENT BOILER FLUID,

FOR REMOVING AND PREVENTING
INCRUSTATION IN STEAM BOILERS, LAND AND MARINE.
P. S. EASTON AND G. SPRINGFIELD,
Patentees and Sole Manufacturers,
37, 38, and 39, WAPPING WALL, LONDON, E.,
Or of their Agents in the principal towns of Great Britain and the Colonies.

NEW COMBINED TURBINE, WINDING, AND PUMPING MACHINERY,

MANUFACTURED by GEORGE LOW,
MILLGATE IRONWORKS, NEWARK-UPON-TRENT,

Who respectfully begs to bring the above to the notice of the mining public, as an exceedingly cheap and easy method of applying water-power for the above purposes.

The TURBINE, WINDING, and PUMPING MACHINERY are all fixed complete to one strong cast-iron bed plate, which can be placed in any situation without pit or excavation, and any height not exceeding 33 ft. from bottom of fall, the supply and suction pipe being all that is required to be connected to it, and can be brought in any direction. This combined machine can be easily removed when necessary.

G. Low begs also to state that the TURBINE is the most efficient and the cheapest method of applying water-power for mining purposes.

MANUFACTURER of WINDING, PUMPING, CRUSHING, STAMPING MACHINERY, WINDING ENGINES, WATER WHEELS.

IMPROVED TURBINE WATER WHEELS CONSTRUCTED either to WORK VERTICALLY or HORIZONTALLY, and upon the MOST SCIENTIFIC and EFFECTIVE PRINCIPLE.

G. Low begs to recommend a special class of turbine adapted for extreme high falls (200 to 500 ft.), and consuming small quantity of water. This turbine will work with equal advantage without running at an excessive velocity. Also,

MANUFACTURER of IMPROVED BORING MACHINES for DRIVING ADITS.

CREASE'S PATENT EXCAVATING MACHINERY,

for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE, Tavistock, Devon.

By providing the power of calculating the time and cost to explore a certain depth and extent of ground, speculation in mining will be assimilated to commercial pursuits, with this unmistakable advantage—that when the ground has been once carefully and judiciously selected, and operations properly and systematically carried out for its development, there would be far less chance of unsatisfactory results than are met with by merchants and manufacturers in the usual routine of their business. As this important invention must beneficially interest the landowners, mine proprietors, merchants, and miners, we opine it will meet with immediate adoption.—*Mining Journal.*

ASSAYS AND ANALYSES OF EVERY DESCRIPTION

Conducted by JOHN MITCHELL, F.C.S., M.G.A. (Established 20 years).
Author of "Manual of Practical Assaying," "Metallurgical Papers," &c.
All communications and samples to be addressed (free) to MR. MITCHELL, care of Mr. Clay, 29, Great St. Helen's, London, E.C.

TO IRON AND COAL MASTERS, MINING AND QUARRY COMPANIES, &c.
IMPROVED BLACK VARNISH,
FOR PREVENTING IRON FROM RUST, AND WOOD FROM DECAY.

A BRILLIANT JET BLACK, SUPERIOR to PAINT in APPEARANCE, dries in less time, contains preservative qualities of the best description, and is economical in its use; one gallon, at 1s., is equal to 14 lbs. of paint, which costs 4s. For COLLIERY HEAD GEARING, RAILWAY WAGONS, BOILERS, CASTINGS, CANAL BOATS, &c., it is especially adapted. In casks containing 10, 15, and 20 cwts. each. In quantities of 1 ton and upwards, price £11 per ton.

TURPENTINE SUBSTITUTE.

GLOVER and Co. have now on hand a really splendid painting sample of spirits of turpentine substitute, a pure crystal, not more volatile than the genuine American turpentine, and quite inoffensive to smell. Price, 2s. per gallon, in 30-gallon casks.

PETROLEUM.

This oil gives a pure, white, soft, and brilliant light, easily regulated, and portable. For works or public buildings, where gas is not desirable, the brilliancy and economy of the article are unequalled.

WASTE NO OIL.

STRONG IRON OIL CISTERNS.

Not liable to leak, and which economise space in the stores. From 600 gallons, 48 diameter by 84 in height, price £10 10s., down to 10 gallons, 15 diameter by 21 in height, price 16s., WITH EVERY VARIETY OF SIZE AND PRICE BETWEEN.

STRONG IRON BUCKETS:—

2½ galls. .. 4s. 6d. | 3 galls. .... 5s. 0d. | 3½ galls. .. 5s. 6d. | 4 galls. ....6s. 0d.

WAGON GREASE.

GLOVER AND CO., No. 40, MANESTY LANE, LIVERPOOL.

International Exhibition, 1862—Prize Medal.

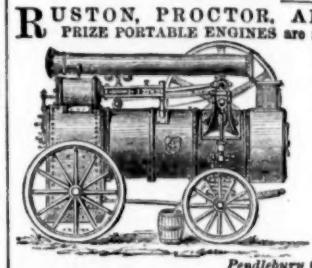
JAMES RUSSELL AND SONS

(the original patentees and first makers of wrought-iron tubes), of the CROWN PATENT TUBE WORKS, WEDNESBURY, STAFFORDSHIRE, have been AWARDED a PRIZE MEDAL for the "good work" displayed in their wrought-iron tubes and fittings.

Warehouse, 81, Upper Ground-street, London, S.

Prize Medal, International Exhibition, 1862.

RUSTON, PROCTOR, AND CO.'S CELEBRATED PRIZE PORTABLE ENGINES



are SPECIALLY ADAPTED for WINDING, PUMPING, SAWING, &c. These engines have, in public competition, won the highest honours. For ECONOMY in WORKING, LARGE ALLOWANCE of POWER in CYLINDER AREA and PROPORTIONATE SIZE of BOILER, STRENGTH of CONSTRUCTION, HIGH FINISH, and GENERAL EFFICIENCY, they are unrivalled, having recently been AWARDED THIRTEEN GOLD, SILVER, and BRONZE PRIZE MEDALS, And numerous other prizes.

Messrs. A. Knowles and Sons write:—

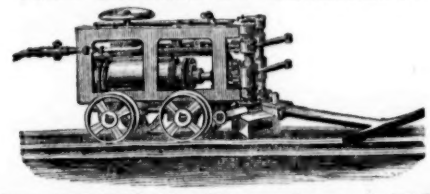
Pendlebury Colliery, near Manchester, June 5, 1861.

GENTLEMEN,—We beg to inform you that we have now in use the portable engine of 8 horse power you supplied us with, and have great pleasure in informing you that it works well, and we are much pleased with the workmanship and finish of it.

We are, yours respectfully, ANDREW KNOWLES AND SONS.

Illustrated, descriptive, and priced catalogues may be had on application to the Shear Ironworks, Lincoln.

COAL CUTTING BY MACHINERY.



MESSRS. RIDLEY AND CO. have, by recently PATENTED

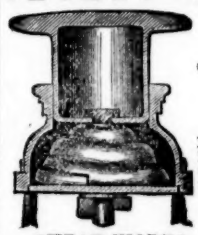
IMPROVEMENTS, COMPLETED their TRUNK COAL CUTTING MACHINE, WORKED by COMPRESSED AIR, and are NOW PREPARED to NEGOCIATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY in WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.

All applications to be made to Messrs. RIDLEY and Co., No. 11, South-street, Finsbury, London, E.C.

*** COLLIERY PROPRIETORS are CAUTIONED against PURCHASING or USING MACHINES, the construction of which will constitute an INFRINGEMENT of the ABOVE PATENT.

THOMAS TURTON AND SONS.

MANUFACTURERS OF



CAST STEEL for PUNCHES, TAPS, and DIES, TURNING TOOLS, CHISELS, &c.
CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS, and
FORGINGS of EVERY DESCRIPTION.

DOUBLE SHEAR STEEL,	FILES MARKED
BLISTER STEEL,	T. TURTON.
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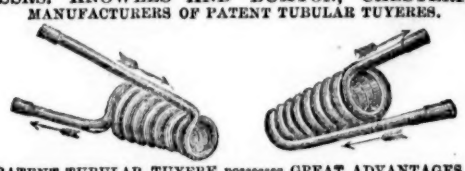
Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.

LONDON WAREHOUSE,—35, QUEEN STREET, CANNON STREET, CITY, E.C. where the largest stock in the world may be selected from.

MESSRS. KNOWLES AND BUXTON, CHESTERFIELD.

MANUFACTURERS OF PATENT TUBULAR TUYERES.



The PATENT TUBULAR TUYERE possesses GREAT ADVANTAGES over the ORDINARY TUYERES, both for its DURABILITY and EASY WORKING. A current of cold water going direct to the nozzle prevents their destruction, however much they may be exposed to the fire.

We repair them at half the first cost, making them equal in size to new ones, all parties returning them carriage paid.

No. 1 tuyere,	16 in. long	.....	28s. each.
No. 2	„ 18 „	.....	32s. „
No. 3	„ 20 „	.....	36s. „
No. 4	„ 22 „	.....	40s. „
No. 5	„ 24 „	.....	44s. „

Delivered at Chesterfield station. Terms, nett cash quarterly.

PUBLIC TEST OF WIRE-ROPE.—

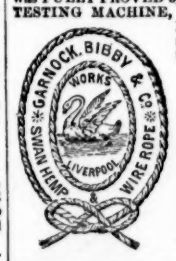
The SUPERIOR QUALITY of GARNOCK, BIBBY, AND CO.'S WIRE-ROPE was FULLY PROVED by a RIVAL MANUFACTURER at the LIVERPOOL PUBLIC TESTING MACHINE, on the 29th of October, 1860, on which occasion GARNOCK, BIBBY, and Co.'s ropes were found to be the STRONGEST of all the TWELVE SAMPLES from different makers then tested, as reported in the papers of the day. For example:—

(Certified by Mr. William Macdonald, superintendent.)

Sizes.	Garnock, Bibby, and Co.	Corresponding sizes from other manufacturers.
	Tons c.	Tons c. Tons c.
3½ in.	18 5*	16 10 ..... 11 10
2½ in.	8 15*	7 15 ..... 5 0

Remaining sizes with similar results.

* Samples taken promiscuously from stock by a rival manufacturer's agent.



GARNOCK, BIBBY, AND CO.,
SWAN HEMP AND WIRE ROPE MANUFACTURERS,
LIVERPOOL.

FLAT and ROUND STEEL and IRON WIRE ROPES for MINES, &c., of SUPERIOR QUALITY.

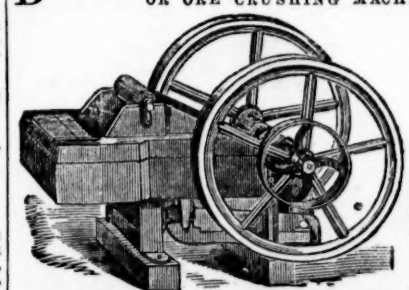
CORNISH CRUCIBLE AND BLACK-LEAD POT MAKER,

JOHN JULEFF, FORE STREET, and PEDN-AN-DREA, REDRUTH.

BLAKE'S PATENT STONE BREAKER,

OR ORE CRUSHING MACHINE,

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.



It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States & England.

Read extracts of testimonials:—

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably, crushing the hardest stones and quartz. WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard winstone in 20 minutes, for fine road metal, free from dust. Messrs. ORD and MADDISON, Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton. JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour. WM. G. ROBERTS

General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or $75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine this estate. SILAS WILLIAMS

For circulars and testimonials, apply to—

H. R. MARSDEN, SORO FOUNDRY,
MEADOW LANE, LEEDS.
Only maker in the United Kingdom.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid.
1200	Alderley Edge (cop.), Cheshire [L.]..	10 0 0..	—		9 13 0..	0 15 0	Feb. 1864
4000	Bedford United (copper), Tavistock† ..	2 6 8..	2⅜		13 6 6..	0 2 6	April, 1864
1248	Boscaswell (tin, copper), St. Just....	6 15 0..	—		1 5 0..	0 5 0	May, 1864
200	Botallack (tin, copper), St. Just	91 5 0..	—		477 15 0..	3 0 0	May, 1864
5000	Bronfloyd (lead), Cardigan [L. £3] ..	2 7 6..	—		0 19 0..	0 2 6	April, 1864
916	Cargoll (silver-lead), Newlyn........	15 5 7..	32	32 33	7 15 0..	0 10 0	May, 1864
1600	Carn Brea (copper, tin), Illogan.......	15 0 0..	65	60 65	280 10 0..	2 0 0	June, 1864
2900	Clifford Amalgamated (cop.), Gwen...	30 0 0..	35½	34¼ 35½	31 8 6..	0 10 0	April, 1864
12000	Copper Miners of England	25 0 0..	—		7½ per cent.		Half-yrly.
40000	Ditto ditto (stock) ..	100 0 0..	—		1 per cent.		Half-yrly.
867	Cwm Erfin (lead) Cardiganshire [L.]	7 10 0..	—		11 8 0..	0 15 0	Mar. 1864
128	Cwmystwith (lead), Cardiganshire* ..	60 0 0..	—		263 10 0..	4 0 0	April, 1864
1024	Devon Gt. Con. (cop.), Tavist.* [S.E.]	1 0 0..	570		913 0 0..	12 0 0	May, 1864
358	Dolcoath (copper, tin), Camborne*	128 17 6..	—		763 10 0..	7 0 0	June, 1864
12800	Drake Walls (tin, copper), Calstock ...	2 1 0..	1⅛		0 18 0..	0 1 6	May, 1863
512	East Basset (cop.), Redruth [S.E.]* ..	29 10 0..	66	65 67	121 0 0..	2 0 0	May, 1864
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6..	29	29¼ 30	10 5 0..	1 2 6	April, 1864
300	East Darren (lead), Cardiganshire* ..	32 0 0..	—		95 10 0..	2 0 0	April, 1864
128	East Pool (tin, copper), Pool, Illogan ..	24 5 0..	—		365 10 0..	7 10 0	April, 1864
1906	East Wheal Lovell (tin), Wendron ..	2 18 6..	18½	18¼ 19¼	1 10 0..	0 10 0	May, 1864
2800	Foxdale (lead) Isle of Man [L.]	25 0 0..	—		63 0 0..	1 0 0	April, 1864
5000	Frank Mills (lead), Christow	3 18 6..	—		1 4 6..	0 4 0	May, 1864
12500	Great Laxey (lead), Isle of Man [L.] ..	4 0 0..	15	14 15	0 11 0..	0 5 0	June, 1864
1798	Great Wheal Fortune (tin), Breage ..	18 6 0..	14½	14¼ 15¼	5 15 0..	0 10 0	Nov. 1863
5908	Great Wh. Vor (tin, cp.), Helston [S.E.]	40 0 0..	34½	33 34	3 19 6..	0 12 0	June, 1864
119	Great Work (tin), Germoe	100 0 0..	—		5 0 0..	5 0 0	Feb. 1864
1024	Herodsfoot (ld.), near Liskeard [S.E.]	8 10 0..	—		28 0 0..	1 15 0	Feb. 1864
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0..	—		418 10 0..	3 0 0	Mar. 1864
9000	Marke Valley (copper), Caradon	4 10 6..	4¾	5 5¼	2 13 0..	0 1 0	April, 1864
1800	Minera Mining Co. [L.], (ld.), Wrexham	25 0 0..	—		145 18 0..	10 0 0	May, 1864
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0..	—		16 19 7..	0 12 3	Jan. 1864
40000	Mwyndy (iron ore) [L. £4] [S.E.]	2 10 0..	—		0 4 0..	0 2 0	April, 1864
250	Nanty Mines (lead), Montgomery	20 0 0..	—		6 0 0..	1 0 0	Mar. 1864
6000	New Birch Tor and Vitifer Cons. (tin).	1 6 6..	3		0 8 0..	0 2 6	April, 1864
5936	North Treskerby (copper), St. Agnes..	1 9 0..	—	1⅝ 2⅛	0 13 0..	0 2 6	Feb. 1864
6400	Par Consols (cop.), St. Blazey [S.E.].	1 2 6..	—		36 19 0..	0 2 6	Mar. 1863
200	Parys Mines (copper), Anglesey [L.].	50 0 0..	—		102 10 0..	10 0 0	April, 1864
1772	Polberro (tin), St. Agnes	15 0 0..	—		7 19 6..	0 10 0	Nov. 1863
512	Polbreen (tin), St. Agnes	8 0 0..	—		1 0 0..	1 0 0	July, 1863
1120	Providence (tin), Uny Lelant† [S.E.]..	10 6 7..	40	39 40	73 5 0..	1 0 0	May, 1864
6000	Rosewall Hill and Ransom United....	2 16 0..	—		0 10 0..	0 1 6	June, 1863
512	South Caradon (cop.), St. Cleer* [S.E.]	1 5 0..	—		438 10 0..	6 0 0	May, 1864
512	South Tolgus (cop.), Redruth, Cornwall*	8 0 0..	—	37 39	74 10 0..	1 0 0	May, 1863
496	S. Wh. Frances (cop.), Illogan* [S.E.]	18 18 9..	45	52¼ 57¼	370 13 6..	1 0 0	Nov. 1863
4000	St. Day United (tin), Redruth	14 0 0..	—	7½ 7¾	0 5 0..	0 5 0	Mar. 1864
940	St. Ives Consols (tin), St. Ives†	8 0 0..	—		490 10 0..	0 10 0	May, 1864
6000	Tincroft (cop. tin), Pool, Illogan [S.E.]	9 0 0..	18½	18 19	14 8 6..	0 10 0	Mar. 1864
4200	Vigra and Clogau (copper) [L. £5] ..	4 0 0..	—		6 2 6..	1 10 0	Mar. 1864
6000	West Basset (copper), Illogan [S.E.].	1 10 0..	—	9¼ 10¼	25 8 0..	0 5 0	May, 1864
3000	W. Chiverton, (ld.), Perranzabuloe [S.E.]	—	72½	70 75	2 5 0..	0 15 0	April, 1864
256	West Damsel (copper), Gwennap	38 10 0..	—		49 10 0..	1 0 0	May, 1864
400	W. Wh. Seton (cop.), Camborne [S.E.]*	47 10 0..	190	185 195	409 0 0..	4 0 0	June, 1864
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 6..	95	90 95	600 0 0..	1 10 0	June, 1864
1000	Wheal Basset and Grylls (tin)	7 0 0..	—		3 0 0..	0 10 0	Oct. 1863
1024	Wheal Grylls (tin), Perranuthnoe....	2 4 0..	14		6 2 0..	1 0 0	Sept. 1863
512	Wheal Jane (silver-lead), Kea	3 10 0..	—		14 10 0..	0 10 0	May, 1864
4295	Wheal Kitty (tin), St. Agnes........	5 4 6..	6½	6¼ 6¾	1 13 6..	0 5 0	April, 1864
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	2 0 6..	11½	11 12	9 15 0..	0 7 6	April, 1864
896	Wh. Margaret (tin), Uny Lel. [S.E.].	9 17 6..	15		76 5 0..	1 0 0	May, 1863
1024	Wh. Mary Ann (ld.), Menheniot [S.E.]	8 0 0..	15½	14¼ 15	58 7 6..	0 10 0	June, 1864
80	Wheal Owles (tin), St. Just, Cornwall	70 0 0..	—		343 3 0..	5 0 0	May, 1864
396	Wheal Seton (tin, copper), Camborne .	58 10 0..	235	220 225	174 15 0..	4 0 0	June, 1864
1040	Wh. Trelawny (sil.-ld.), Liskeard [S.E.]	5 17 0..	20½		49 12 6..	0 12 6	May, 1864
2044	Wheal Tremayne (tin), Gwinear	6 11 3..	—		0 15 0..	0 5 0	Nov. 1863
7000	Wicklow (copper) [L.], Wicklow	2 10 0..	—		14 11 0..	0 6 0	April, 1864

[* Dividends paid every two months. † Dividends paid every three months.]

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid.
240	Roscean (tin), St. Just	20 10 0..	—		36 10 0..	1 0 0	Mar. 1862
3000	Chiverton (lead), Perranzabuloe [S.E.]	5 0 0..	12	11 11⅛	—	—	—
256	Condurrow (cop., tin), Camborne	45 0 0..	80		85 0 0..	2 0 0	June, 1857
2450	Cook's Kitchen (copper), Illogan......	17 15 9..	21	20 21	1 7 0..	0 7 0	May, 1862
1024	Copper Hill (copper), Redruth.........	12 0 0..	—		2 7 6..	—	Sept. 1862
1055	Craddock Moor (copper), St. Cleer ..	8 0 0..	—		7 12 0..	0 4 0	July, 1862
280	Derwent Mines (sil.-lead), Durham..	300 0 0..	—		147 0 0..	5 0 0	June, 1862
4076	Devon and Cornwall (cop.), Tavistock	6 6 3..	—		0 10 0..	0 2 6	Feb. 1859
3000	Dyfngwm (lead), Wales	12 6 6..	—		0 17 6..	0 2 6	Jan. 1863
940	Fowey Consols (copper), Tywardreath	4 0 0..	—		41 9 3..	0 2 6	June, 1860
6000	Great South Tolgus, Redruth	0 14 6..	2½	3¼ 3½	7 18 6..	0 5 0	Dec. 1861
10240	Gunnis Lake (Clitters' Adit)	0 2 0..	—		0 3 0..	0 1 6	Mar. 1862
160	Levant (copper, tin), St. Just........	2 10 0..	—		1091 0 0..	5 0 0	May, 1860
640	Mount Pleasant (lead), Mold........	4 0 0..	—		18 18 1..	0 7 6	Aug. 1862
5000	Orsedd (lead), Flintshire	0 0 8..	—		0 10 4..	0 0 8	Mar. 1862
5000	South Exmouth (lead), Christow	1 10 0..	—		0 5 0..	0 5 0	Dec. 1862
280	Spearne Moor (tin, copper), St. Just..	31 17 9..	—		9 15 0..	1 0 0	June, 1862
572	Trelyon Consols (tin), St. Ives	13 10 0..	—		7 0 0..	0 10 0	Sept. 1860
1000	Trumpet Consols (tin), near Helston..	11 10 0..	—		11 0 0..	2 0 0	Mar. 1862
12000	Twelve Apostles Amal. (ld.), Wrexham	1 0 0..	—		—	—	—
1024	Wendron Consols (tin), Wendron	18 3 10..	—		8 15 0..	1 0 0	Jan. 1861
60	West Burton Gill (lead), Yorkshire..	50 0 0..	—		14 10 0..	3 0 0	June, 1861
1024	West Caradon (cop.), Liskeard [S.E.].	5 0 0..	—		101 1 3..	0 10 0	Oct. 1862
1024	Wheal Friendship (copper), Devon ..	—	—		295 10 0..	5 0 0	April, 1864
6400	West Fowey Consols (tin and copper).	7 10 0..	—		0 19 0..	0 3 0	May, 1862
100	Wheal Mary (tin), Lelant	36 2 6..	—		284 5 0..	4 0 0	Mar. 1862

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid.
20000	Australian (cop.), S. Australia [S.E.]	7 7 6..	—		0 1 0..	0 1 0	Dec. 1863
2464	Burra Burra (cop.), South Australia.	5 0 0..	—	65	315 0 0..	5 0 0	Mar. 1864
6000	Central American (silver) [L.]	5 0 0..	—		4 6 8..	0 14 10	Dec. 1863
12000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0..	36	33 35	99 12 0..	1 0 0	Jan. 1864
100000	Don Pedro No. Del Rey [L. £1] [S.E.]	0 10 0..	⅝	⅜ ⅝	0 0 9..	0 0 9	Dec. 1863
70000	English and Australian [S.E.]	5 0 0..	—		1 10 0..	0 2 6	Feb. 1864
15000	East Indian Coal, Calcutta [L.]	10 0 0..	—		7½ per cent.		Yearly.
25000	Fortuna (lead), Spain [L.] [S.E.]....	2 0 0..	4¼	3¾ 4	0 11 4..	0 3 0	Feb. 1864
25000	Gen. Mining Assoc., Nova Scotia [S.E.]	20 0 0..	—	20 22	19 15 0..	0 10 0	June, 1863
68000	Kapunda Mining Co., Australia [S.E.]	1 0 0..	1¼	1 1¼	0 11 0..	0 1 0	Jan. 1863
15000	Linares (ld.), Pozo Ancho, Spain [S.E.]	3 0 0..	6½	5¼ 6¼	9 11 2..	0 5 0	Oct. 1863
10000	Pontgibaud (sil.-lead), France [S.E.]	20 0 0..	9	7 9	1 7 3..	0 7 3	Jan. 1864
97500	Port Phillip (gold), Clunes [S.E.] ..	1 0 0..	1⅜	1 1¼	0 11 0..	0 1 6	Jan. 1864
11000	St. John del Rey [L.], Brazil [S.E.].	15 0 0..	45	43 45	61 5 0..	3 0 0	Dec. 1863
43174	Unit. Mexican (sil.), Mexico [S.E.] Av.	28 5 0..	—		2 14 0..	0 5 0	May, 1864
10000	Vancouver (coal) [L. £10]	5 0 0..	—		0 10 0..	0 5 0	May, 1864
20000	West Canada Mining Company [L.]..	1 0 0..	—		0 7 0..	0 3 0	Nov. 1863
45000	Yudanamutana (cop.), S. A. [L.] [S.E.]	3 0 0..	3	2¾ 3	0 5 0..	0 5 0	Aug. 1863

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid.
10000	Alten and Quænangen Unl. (cop.) [L. £5]	4 10 0..	—		4 5 0..	0 15 0	Nov. 1853
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0..	—		6 18 0..	0 10 0	Nov. 1862
10000	Gt. Barrier Land, Min., &c., N. Ze. [L. £5]	4 10 0..	—		15 per cent.		May, 1859
10000	Lusitanian (of Portugal) [S.E.]	2 0 0..	—		0 19 9..	0 1 0	Feb. 1862
103815	Mariquita and New Granada [S.E.]..	1 0 0..	¾	⅝ ¾	0 9 6..	0 1 6	July, 1859

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
100000	Anglo-Brazilian (gold) [L. £1] [S.E.]	0 5 0	—	¼ ⅜	Dec. 1863
35000	Alamillos (lead), Spain] L. £2]..........................	0 12 6	1		Mar. 1864
20000	Beariz Tin Streaming Company [L. £1]	0 17 6	—		Oct. 1863
15000	Cape Copper Mining Company [L. £10] [S.E.]............	7 0 0	12½	11 12	Feb. 1864
25000	Capula (silver), Mexico [L. £2] [S.E.]	1 0 0	—	⅝ ⅞	Feb. 1864
17000	Central Italian (copper) [7000 £2 paid]	0 6 0	—		Jan. 1859
60000	Clarendon Consols (copper), Jamaica [S.E.]	1 2 6	—		July, 1862
10000	Copiapo Smelting [L.], Chili	10 0 0	—		Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	—		Fully paid.
50000	East del Rey (gold), Brazil [L. £3] [S.E.]	1 5 0	¾		Oct. 1863
30000	East Kongsberg Native Silver Mining Co. of Norway [L. £5]	1 12 0	—		Dec. 1863
15000	El Chico Mining and Reduction (silver) [L. £5]]	3 0 0	—		Mar. 1864
20000	Elbe Colliery Company, Bohemia [L.]	1 0 0	—		Fully paid.
30000	Ellerslie and Bardowie (copper), Jamaica	0 18 0	—		July, 1859
8000	English and Canadian Mining Company [L.]	5 0 0	—		Fully paid.
40000	Fortune (copper), West Australia [L.]	2 0 0	—		Fully paid.
50000	Frontino and Bolivia (gold), New Granada [L. £2]	0 10 0	—		Mar. 1864
80000	Great Northern (copper), South Australia [L. £2] [S.E.] ..	1 10 0	—		June, 1862
24000	Hindostan (copper), Bengal [L. £5]	3 0 0	—		Feb. 1863
4000	Hope Silver-Lead and Copper Mining Co. [L.], Jamaica....	25 0 0	—		Fully paid.
10000	Karbitz Colliery Company [L.]	1 0 0	—		Fully paid.
80000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0	—		Fully paid.
100000	Montes Aureos (gold), Brazil [L.] [S.E.]	2 0 0	—		Fully paid.
2000	New Burra Burra (copper) (Australia)	5 0 0	—		Aug. 1862
10000	New Grand Duchy of Baden (silver-lead), near Freiburg ..	1 0 0	—		Nov. 1858
60000	North Rhine Copper of South Australia [L. £1] [S.E.]	0 17 6	—		
50000	Nova Scotia (land and gold) [L. £2]	1 0 0	—		Nov. 1862
15000	Pachuca Silver Mining Company, Mexico [L. £1]...........	1 0 0	—		June, 1863
50000	Panulcillo (copper) [L. £4]	1 0 0	2	1⅛ 2	Feb. 1864
6000	Peel River Land and Mineral [Limited]	100 0 0	—		Stock.
23000	Quebrada (copper), Venezuela [L. £10]	4 10 0	—		Jan. 1864
10000	San Roque (lead), Spain	5 0 0	—		Fully paid.
60000	Santa Barbara (gold), Brazil [L. £1]	0 12 6	⅝	⅜ ⅝	Jan. 1864
120000	Scottish Australian Mining Company [L. £1]	0 17 6	—	⅝ ⅞	Feb. 1864
15000	South Europe Mining Company, Spain [L. £5]	3 0 0	—		May, 1860
12000	Teplitz Colliery Co., Bohemia [L. £5]	3 0 0	—		June, 1863
5000	Valgodemard Mining Company [L. £20]	6 0 0	—		Mar. 1864
50000	Vallanzasca (gold), Italy [L. £1] [S.E.]	0 7 6	1⅜	1¼ 1⅜	Dec. 1863
45000	Victor Emanuel (copper), Italy [L.]	1 0 0	—		Fully paid.
1000	Western Africa Malachite (copper) [L.]	110 0 0	—		Oct. 1862
12000	Wheal Ellen (copper), South Australia [L.]	5 0 0	—		Fully paid.
90000	Worthing (copper), South Australia [L.] [S.E.]	1 0 0	1	⅝ 1	Fully paid.

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
700	Aberdovey (sil.-lead), Merio..	4 0 0..	—		Sept. 1863
6000	Bagtor (tin) [L.]	2 0 0..	—		Fully paid.
1000	Baldwin, (ld.), [L. £5] [400 £5 pd., 600 5s. pd.]..				Mar. 1863
10000	Bampfylde (copper), Devon..	1 0 0..	—		Aug. 1860
4000	Bedford Cons. (cop.), Tavistk.	2 8 0..	—		Mar. 1864
3200	Bedol Aur (lead), Holywell ..	0 12 0..	—		June, 1864
2000	Berehaven (copper), Ireland..	1 0 0..	—		
400	Billins [L. £30] [200 £25 pd., 200 £30 pd.]				Oct. 1863
6000	Boscawen (tin), Kenwyn	2 10 0..	—	2¾ 3¼	Feb. 1864
2280	Boscundle (tin, cp.), St. Austell	7 10 0..	—		Sept. 1862
5000	Bottle Hill (tin) Plympton ..	1 8 6..	—		May, 1864
30000	Bromlow (ld.), Minsterley, Salop	1 0 0..	—		Fully paid.
200	Brynford Hall (lead), Flint..	30 0 0..	—		Aug. 1863
500	Bryn Gwiog (lead), Flint ..	9 0 0..	—		June, 1861
1832	Bryntail (lead), Llanidloes ..	8 7 6..	—		June, 1864
6380	Buller & Basset, (cp.) Redruth	4 6 6..	—		Aug. 1863
12000	Calstock Consols (cop.), Calst.	1 17 6..	—		
915	Calvadnack (tin), Wendron..	24 3 6..	—		Nov. 1863
1000	Camborne Consols (copper)..	18 10 0..	—		Feb. 1864
4600	Camborne Vean & Wh. Francis	9 13 4..	—		Feb. 1864
75000	Cambrian Consolid. (gd.) [L. £2]	1 0 0..	—		Aug. 1862
8000	Cape Cornwall (cop.), [L. £2 10s.]	0 15 0..	—		Mar. 1864
12000	Caradon & Phœnix Con. [L. £1]	0 10 0..	—		
914	Caradon Cons. (cop.), St. Cleer	28 4 6..	—		Dec. 1863
10000	Caradon Vale (copper)	—	—		
6000	Caradon Unit. (cop.), St. Neots	1 0 0..	—		June, 1863
2580	Carmarthen United (lead)..	5 0 0..	—		Fully paid.
2000	Carnelloe (tin and cop.), Zennor	1 0 0..	—		Jan. 1864
6000	Carn Camborne (cop.), Cambn.	1 7 0..	—		April, 1864
3000	Carn Vivian (tin, cop., lead).	2 1 6..	—		Nov. 1861
2048	Carnyorth (tin), St. Just ..	4 5 0..	—		June, 1863
20000	Carysfort [3200 £2¼ pd., 16800 £1 pd.]..				
10000	Castleward, Ireland [L.]	1 0 0..	—		Fully paid.
2500	Cefn Cilcen (ld.), Flint [L. £5]	2 7 0..	—		Mar. 1864
800	Cefn Cwm Brwyno (lead)	4 0 0..	—		May, 1864
2000	Central Grylls (tin) [L. £3]..	2 10 0..	—		Feb. 1864
2500	Central Minera (lead) [L. £5]	2 10 0..	—		Mar. 1864
6000	Charlotte Untd., Perranuthnoe	4 17 8..	—		June, 1864
5000	Chiverton Consols (sil.-lead)..	0 5 0..	—		
3000	Chiverton Moor (lead)	3 0 0..	—		Oct. 1863
3000	Chiverton Valley (lead)	3 0 0..	—		Feb. 1864
1000	Chiverton Wheal Hope (lead)..	5 0 0..	—		Feb. 1864
3000	Chiverton Wheal Rose (sil.-ld.).	0 16 8..	—		Oct. 1863
4000	Clara Unit., Ponterwyd [L. £3]	2 2 0..	—		Jan. 1864
1024	Cleer's Hill (tin), St. Stephen's	0 2 0..	—		
787	Clijah & Wentworth (tin, cp.)	32 10 0..	—		Mar. 1864
3000	Clowance Wood [L. £5]	1 10 0..	1¾		May, 1864
3565	Coed Mawr Pool (lead) [L.] .	5 0 0..	—		April, 1863
16000	Coolartra & Bond [L.] [5300 £1 pd., 10700 12s. pd.]..				Jan. 1864
50000	Connorree (cop., sulph.) [L.]	1 0 0..	—		Fully paid.
6000	Cornish Clay and Tin [L.] ..	1 0 0..	—		Fully paid.
861	Crane (copper), Camborne ..	22 10 0..	11½		Mar. 1864
30000	Crenver and Wh. Abraham [L.]	2 10 0..	—		
12000	Crelake (cop.), Tavistock....	2 13 0..	—		April, 1864
6000	Crowan Cons. (cop.) [L. £2].	—	—		Aug. 1863
2000	Crowlwm (lead), Llanidloes.	1 11 0..	—		Dec. 1863
6000	Cuddra (cop., tin), St. Austell	4 1 0..	—		Feb. 1861
35000	Dale (lead), North Stafford..	1 0 0..	—		Fully paid.
200	Darren (lead), Cardigan......	32 0 0..	51	48 50	May, 1864
2000	Deep Level, Minera (ld.). [L. £5]	3 5 0..	—		Feb. 1862
672	Ding Dong (tin), Gulval	44 10 6..	—		Dec. 1863
20000	Dolfrwynog (gold) [L. £1]..	0 13 6..	—		Mar. 1864
1000	Durlo (tin), Lelant	8 2 0..	—		Oct. 1862
1000	Eaglebrook (lead) [L. £20]..	17 2 0..	—		Feb. 1863
1000	East Basset and Grylls (tin)..	2 0 0..	—		May, 1864
6000	E. Bottle Hill (tin), Plympton	0 3 6..	—		April, 1864
4096	E. Brookwood (cop.), Ashbrtn.	1 7 0..	—		Jan. 1863
50000	East Cambrian (gold) [L. £1].	0 15 0..	—		Feb. 1864
6000	East Carn Brea (cop.) Redruth	3 15 0..	8¼	8 8½	Feb. 1863
2000	East Chiverton (lead)	2 3 0..	—		Mar. 1864
50000	E. Clogau (gold), Merio. [L. £1]	0 6 0..	—		Mar. 1864
4000	East Devon Gt. Consols (cop.)	1 14 0..	—		May, 1864
2048	E. Falmouth (s.-ld.), Kenwyn	5 0 6..	—		April, 1864
6000	E. Grenville (cop.), Camborne	2 5 0..	4½	5⅜ 5½	May, 1864
6000	E. Gt. Work (tin), Breage [L £5]	2 10 0..	—		May, 1864
4000	E. Gunnis Lake & S. Bedf. (cop.)	7 10 6..	¾	½ ¾	Jan. 1864
60	E. Laxey (lead), Isle of Man..	100 0 0..	—	—	Fully paid.
6145	East Jane (sil.-ld.), Cardinham	2 7 0..	—		Mar. 1864
1024	E. Margaret (tin), Uny Lelant	19 10 0..	—		May, 1864
8000	E. Polberro (tin) [L. £1] [4000 £1 pd. 4000 2s. 6d. pd.]				Nov. 1863
3986	E. Providence (tin), Uny Lel.	4 4 8..	—		Dec. 1863
5000	E. Rosewarne (cp., tin), Gwin.	2 15 0..	3	2¾ 3	Sept. 1862
5610	East Seton (cop.), Camborne..	0 10 0..	—		Dec. 1862
256	East Tolgus (copper), Redruth	86 0 0..	—		Mar. 1864
1024	E. Treskerby (cop.), Redruth.	8 16 0..	—		Mar. 1864
1190	E. Wheal Agar (cop.), St. Cleer	11 17 0..	—		Sept. 1863
1300	E. Wheal Ellen (cop.) St. Agnes	0 7 6..	—		April, 1864
2000	E. Wh. Fortune (tin) Sithney	1 0 0..	—		April, 1863
2048	East Wheal Grylls (tin, cop.)	1 10 0..	—		June, 1863
6000	East Wheal Metal (tin and cop.)	—	—		
4000	E. Wh. Russell, Tavis. [S.E.]	9 0 6..	4¼	3¾ 4	June, 1864
6000	East Wheal Vor (tin and cop.)	5 0 0..	—	4½ 5	
2000	Erwfelin (lead), [L. £2]	1 0 0..	—		
6144	Esther Und. (tin), Cardingham	0 2 10.	—		June, 1864
6000	Fortescue Cons. (sil.), Endellion	0 12 6..	—		
6000	Furze Hill Wood Cons., Buckl.	1 5 6..	—		April, 1864
1026	Garden (tin), Morvah	4 17 9..	—		May, 1863
4096	Garlidna Untd. (tin), Wendron	4 1 6..	—		Mar. 1864
1000	Garreg (lead), Flint	5 14 6..	—		Dec. 1863
4000	Gawton (copper), Tavistock..	2 9 6..	1	¾ 1	June, 1864
6000	Gen. Min. Co. for Irel. (cop.)	4 0 0..	—		
30000	Glasgow Caradon Con. (cp.) [L.]	1 0 0..	—		Fully paid.
5700	Goginan (sil.-ld.) [1900 £12½, 3800 30s.]		—		April, 1864
2000	Golch Hill (lead), Flintshire..	1 0 0..	3½		
6144	Gonamena (copper), St. Cleer.	4 7 0..	4¼	3¾ 4	Mar. 1864
2000	Goonzion (copper), St. Neot..	1 7 6..	—		Mar. 1864
486	Gramb. & St. Aub. (cp.) [S.E.]	61 0 0..	—		May, 1864
5000	Great Brigan (cop.), Redruth.	6 7 6..	—	1¾ 2	May, 1864
4096	Great Caradon (cop.), St. Ive.	2 12 0..	2		June, 1864
10000	Gt. Dev. & Bed. [L.] [2800 50s. fully pd.]..		—		
3000	Gt. East Lovell (tin), Helston	1 0 0..	4	3½ 4	
5000	Great North Downs (copper).	3 15 0..	6		May, 1864
6000	Gt. Retallack (sil.-ld., blende)	2 6 6..	—		April, 1864
6000	Great S. Chiverton (sil.-lead).	0 10 0..	2¾	2¼ 2¾	April, 1864
52000	Great Tregune Consols (cop.).	0 5 0..	—		
3730	Great Wheal Baddern (tin)..	6 16 0..	—		May, 1863
2048	Grylls Consols (tin)	1 5 0..	—		
4000	Grylls Wheal Florence (tin)..	—	—		Jan. 1864
6000	Gt. Wh. Busy (cop., tin), Ken.	13 14 6..	3⅞	3½ 4	April, 1863
3072	Gt. Wh. Grylls (tin, copper)..	1 0 0..	—		No call.
4910	Gurlyn (cop., tin), St. Erth..	2 10 5..	—		Feb. 1864
6068	Gwydyr Park Con., Llanrwst	1 7 3..	—		Feb. 1864
6000	Hallenbeagle (copper)	—	5½	4½ 4¾	
6400	Harwood (ld.), Durham [L. £1]	0 5 6..	—		Nov. 1861
5000	Havan (ld.)., Cardigan [L. £5]	4 0 0..	—		Feb. 1864
5000	Hazael Grove (sil.-ld.) [L. £1]	0 10 0..	—		No call.
7219	Hawkmoor (tin, cop.) Calstock	3 6 0..	—		Feb. 1864
6000	Hingston Down (cop.), [S.E.]	5 10 6..	4½	4¼ 4½	Dec. 1863
6000	Illogan (tin and copper)	0 12 6..	—		Nov. 1863
5000	Kelly Bray (ld.), Callington.	4 19 6..	⅛	½	Feb. 1864
6000	Keswick (lead), Portinscale .	5 6 6..	—		Mar. 1862
96	Kilmorey (lead)	25 5 0..	—		Feb. 1864
6000	Lady Bertha (cop.) [S.E.] ..	2 18 6..	—		April, 1864
3000	Lanivet (tin), [L. £2]........	1 10 0..	—		April, 1864
1019	Leeds & St. Aubyn (tin, cop).	17 6 4..	—		Feb. 1862
963	Lelant Cons. (tin), Uny Lelant	35 0 0..	—		Mar. 1863
240	Llangan (ld.), Glamor. [L. £25]	20 0 0..	—		Oct. 1863
4000	Llantwit Vardre (coal), [L. £5]	4 10 0..	—		May, 1864
2000	Long Rake (lead), Flint	4 10 0..	—		Oct. 1863
2000	Lower Park (ld.), Denbigh [L.]	3 11 0..	—		Jan. 1864
6000	Maudlin (copper), Lostwithiel	4 2 0..	—		April, 1864
4480	Merllyn (lead), Flint	4 0 6..	—		Dec. 1863
3000	Minera Western Boundary [L. £1]	0 2 6..	—		Sept. 1863
3000	Mineral Bottom (lead)	3 0 0..	6½		
5000	Molland (cop.), S. Moulton..	2 9 6..	—		Nov. 1862
1024	Nangiles (tin, copper), Kea ..	18 0 0..	31	28½ 29½	May, 1864
5000	Nanteos and Penrhiw [L.] ..	4 0 0..	—		Fully paid.
4000	Nanteos (lead) [L. £1]	0 5 0..	—		Jan. 1864
512	Nant Minera (lead), [L. £20]	5 14 0..	—		May, 1864
6400	Nant-y-Iago (ld.), Merioneth	3 17 6..	—		May, 1863
6000	New East Birch Tor (tin) ..	0 2 6..	—		
10000	New Concord (sil.-ld.) [L. £3]	1 0 0..	—		
12000	New Cornish [8000 £1 paid, 4000 7s. 6d. paid] ..				Mar. 1864
6400	N. Crow Hill (ld.), St. Stephen	2 11 6..	—		Feb. 1864
6514	New E. Russell (cop.), Tavistk.	0 6 0..	—		Oct. 1863
6400	Nether Hearth (lead), Dufton	0 18 6..	—		Oct. 1863
400	New Hendra (tin, cop.), Breage	2 3 6..	—		May, 1864
6400	New Pembroke (tin and cop.).	0 9 0..	—		May, 1864
1024	New Rosewarne (cop.), Gwinear	2 0 0..	10½	9½ 10	Dec. 1863
6000	New S. Caradon (cop.), St. Cleer	0 16 6..	—		Dec. 1863
5969	New Treleigh (cop.), Redruth	3 3 0..	—		Mar. 1864
960	New Trevenen (tin), Wendron	6 7 0..	—		Feb. 1864
470	Newtownards Min. Co., Down	50 0 0..	—		
1024	New Wendron (tin), Wendron	7 0 0..	—		Jan. 1863
1024	New Wh. Grylls (tin and cop.)	2 1 6..	—		May, 1863
15000	New Wheal Martha (cop.) [L.]	1 0 0..	1½	1¼ 1½	Fully paid.
4096	New Wh. Rose (ld. and blende)	0 5 0..	—		Nov. 1863
400	New Wh. Seton (cop.), Camb.	21 15 0..	—		
6000	New Wh. Vor & Metal Utd. (tin)	0 2 6..	—		
1024	North Buller (cop.), Redruth.	25 18 0..	3¼	3¼ 4	
6000	North Chiverton (lead	1 0 0..	—		
20000	North Devon (sil.-ld.) [L. £1]	0 13 0..	1	2 2¼	
5000	N. Dolcoath (cop.), Camborne	3 1 6..	—	21s.	
6000	North Downs (cop.) Redruth	2 10 10.	2⅛	1¾ 2	
2500	North Frances (cop.)	13 12 6..	—		
2500	Nth. Golch Hill (lead), Flint.	0 10 0..	—		
1366	N. Grambler (cop.), Redruth	3 15 0..	—		
6000	N. Gt. Work, Breage [L. £3]	2 7 0..	—		
16000	N. Hallenbeagle [8000 £1 pd., 8000 8s. 6d. pd.]			2¼ 2¾	
2000	North Jane (tin, silver-lead).	6 13 6..	—		
2000	N. Levant (tin, cop.), St. Just	8 13 0..	—		
20000	N. Minera (ld.) [15000 £1 pd., 5000 10s. pd.]		—		
4000	N. Phœnix (cop.) Linkinghorne	4 4 0..	—		
6400	No. Pool (tin & cop.), Illogan.	1 15 8..	—		
700	N. Roskear (cop.), Camborne .	29 5 0..	21		
6144	North Rosewarne (copper) ..	1 0 0..	—		
2000	N. Shepherds (sil.-ld.), Newlyn	2 0 0..	5		
6000	N. Wh. Basset (cop., tin) [S.E.]	3 17 0..	—	4 5	
5610	North Wh. Crofty (cop.) [S.E.]	2 8 0..	4½	4½ 5	
6144	N. Wh. Robert, Samp. Spiney	3 7 11.	8s.	6s. 8s.	
4096	Okel Tor (cop.), Calstock	6 11 6..	—		
1000	Pant-y-Pydew (lead)........	5 7 6..	—		
8465	Pedn-an-drea (tin), Redruth.	3 19 0..	—		
5000	Pendeen Cons. (cop.), St. Just	4 7 0..	4½	4 4¼	
5000	Penhalls (tin), St. Agnes....	2 13 0..	—		
512	Penhallow Moor (silver-lead).	1 0 0..	—		
6000	Penrait (sil. ld.), Merion. [L.]	2 7 0..	—		
200	Pentre Lygan (lead), [L. £30]	22 10 0..	—		
6000	Polhigey Moor (tin), Wendron	1 18 0..	—		
12800	Prince of Wales (tin), Calstock	0 5 6..	—	¼ ⅜	
8000	Princess of Wales (tin), Sancreed	1 0 0..	—		
6000	Prosper Uni. (tin, cp.), St. Hilary	7 1 6..	—	4½ 5	
10156	Redmoor (cop., tin), Callington	0 14 0..	6s.		
512	Retanna Hill (tin), Wendron..	2 17 6..	—		
5000	Rhafna (lead) [L. £1]........	0 10 0..	—		
4096	Rialton E. Wh. Rose (sil.-ld.).	—	1⅞		
6000	Roborough Down (cop.) [L. £3]	1 0 0..	—		
5000	Rosecliff (lead), St. Column	0 8 0..	—		
4026	Rosewarne Consols (copper)..	4 11 6..	—		
3848	Rosewarne United (cp., tin) ..	3 8 0..	—		
6000	Roskear (copper), Camborne ..	0 10 0..	—		
700	Roskearnowth (cop.), Camborne	1 10 0..	—	2	
2000	Scorrier Con. (tin, cp.), St. Agnes	4 13 6..	—		
12500	Silver Moun. (lead) [L.]	2 0 0..	—		
20000	Sil. Vein, St. Winnow [15000 £1 pd., 5000 5s. pd.]				
4096	Sithney Wheal Metal (tin) ..	—	—		
12000	Sortridge Cons. (cop.) [S.E.].	1 1 0..	—		
6000	So. Alfred (cop.), Phill. & Gwin.	0 12 6..	—		
512	South Basset (cop.), Gwennap	15 10 8..	—		
100	South Bryn Gwiog (lead) ...	7 0 0..	—		
6000	So. Buller (copper), Gwennap	0 14 0..	—		
4096	S. Caradon Wh. Hooper (cop.)	3 19 6..	⅜	6s. 8s.	
6000	So. Carn Brea (cop.) [S.E.]..	7 9 6..	⅛		
6138	S. Condurrow (tin, cp.), Camb.	2 12 0..	1¼		
2283	Sou. Crenver (cop.), Crowan.	12 9 0..	—		
6000	South Darren (ld.) [L. £3⅛]	3 2 6..	—		
6000	S. Dolcoath & Carnarthen Con.	2 13 0..	—		
5000	S. Foxdale (ld.) I. of Man [L. £5]	2 0 0..	—		
2000	South Gorland (cop.), St. Day	4 10 0..	—		
2000	South Grylls (copper) [L. £10]	7 0 0..	—		
1024	S. Herodsfoot (lead) Liskeard.	6 2 6..	—		
96	South Kilmorey (lead)	23 10 0..	—		
4000	S. Minera (lead) [L. £5¼] ..	3 10 0..	—		
96	South Pant-y-Gof (lead)	27 0 0..	—		
5325	So. Phœnix (cop.) Linkin.	7 1 4..	—		
1024	S. Tresavean (cop.), St. Day	5 6 7..	—		
937	So. Wh. Crofty (cop.), Illogan	18 3 10..	—		
1024	S. Wh. Lovell (tin), Wendron	2 0 7..	—		
400	So. Wh. Seton (cop.), Camborne	46 13 0..	—		
794	Spearne Cons. (tin), St. Just.	6 12 0..	—		
10000	St. Cuthbert Lead Smelt. [L.]	5 0 0..	5	4½ 5	
40000	St. David's (gold) [L. £2 10s.]	1 0 0..	—		
1024	St. Ives Wheal Allen (tin)..	11 1 7..	—		
8000	St. Just Untd. (tin) [L. 2½].	2 0 0..	3¼	3 3¼	
6000	St. Just Consols (tin) [L. £1]	0 10 0..	—		
640	Stamp Office (lead), Mold..	1 0 0..	—		
920	Stray Park (cop., tin) [S.E.].	33 5 6..	31	31 32	
3500	Tin Hill (tin), St. Austell....	0 12 6..	—		
6000	Tolcarne (cop.), Camborne ..	1 18 0..	—		
6000	Tolvadden (copper), Marazion	1 0 0..	—		
1600	Torbay Hematite Iron [L. £8]	6 7 6..	—		
5000	Treloweth (copper), St. Erth.	7 8 8..	2	1½ 2	
1024	Trencrom (tin), Uny Lelant.	12 12 3..	—	3¼ 3½	
501	Tresavean and Trethurrap	11 10 0..	5½	5 5½	
3105	Tresellyn and Scaddick Cons.	1 12 6..	—		
5600	Trevenen and Tremenheere .	6 19 0..	—		
4096	Treweatha (sil.-ld.), Menhen.	5 12 0..	—		
2048	Treworlis (tin), Wendron ..	5 19 10..	—		
2500	Trimley Hall [1250 £1 pd., 1250 15s. paid]				
4000	Trumpet Unit. (tin), Wendron	1 9 6..	—		
6400	Tyne Head (tin & cop. [L. £1]	0 16 0..	—		
6000	Tywarnhaile (copper)	5 7 6..	—		
2000	Valantine (lead), Flintshire ..	1 0 0..	—		
20000	Vale of Towy (lead), Carmar.	0 15 6..	6s.	4s. 6s.	
4000	Wentnor [L. £2⅛] (lead) ..	2 4 6..	—		
3000	Wentworth Consols (lead) ..	3 0 0..	17		
60000	Welsh Gold, Dolgelly [L.]....	1 0 0..	—		
20000	West Beam (tin) [L.]	1 0 0..	—		
40000	West Clogau (gold), Merioneth	1 0 0..	—		
1218	W. Condurrow (tin, cop.), Cam.	9 5 5..	—		
4216	W. Great Work (tin), Germoe	1 6 6..	—		
6000	W. Grylls (tin), Perranuthnoe	0 4 0..	—		
12000	W. Maria & Fortescue, Lamerton	1 0 0..	—		
19000	West Par Con. (cp.) St. Blazey	2 16 0..	—		
1600	W. Rose Down (cop.), Caradon	10 17 6..	—		
256	West Sharp Tor (cp.) Rillaton.	161 0 0..	—		
1056	West Stray Park (cop.), Camb.	9 11 6..	—		
512	West Tolgus (cop.), Redruth.	36 10 0..	—		
5481	West Trevelyan (tin, copper)	4 3 10..	—		
512	West Wh. Frances (cop.), Illo.	90 5 0..	31	29 31	
9017	West Wheal Jane (tin, &c.)..	3 15 4..	—		
5000	West Wh. Kitty (tin), St. Agnes	0 5 0..	—		
10000	W. Wh. Martha (cp. & sil.) [L. £2]	0 15 0..	—		
4096	West Wheal Vor (tin)	1 10 0..	—		
6000	Wheal Agar (copper), Illogan	4 16 6..	—		
5000	Wheal Annie (cop.), Gwinear	1 13 0..	—		
5990	Wh. Arthur (cop.), Calstock.	4 6 6..	—		
256	Wheal Buller, Redruth [S.E.]	18 0 0..	29	27 29	
6000	Wh. Caradon (cop.), St. Ives.	1 19 6..	—	1⅞ 2	
1000	Wheal Curtis (cop.), Crowan.	6 10 0..	8	8 8½	
6000	Wheal Crebor (cop.), Tavistock	1 11 6..	2⅜	2¼ 2⅜	
6000	Wheal Crofty (cop.), Illogan..	1 7 6..	2⅛	2 2⅛	
6144	Wh. Damsel (cp., tin), Gwennap	2 15 0..	—		
4096	Wh. Edward (cop.), Calstock.	8 6 6..	1½	1¼ 1½	
1024	Wheal Emily Henrietta (cop.)	11 15 0..	—		
4000	Wh. Emma (cp) Buckfastleigh	3 2 6..	—		
2000	Wheal Falmouth & Sperries.	5 15 0..	—		
6000	Wh. Grenville (copper) [S.E.]	8 12 0..	8	7½ 8	
5120	Wh. Harriett (cop.), Camborne	4 6 6..	1⅜	1¼ 1½	
6000	Wheal Hartley (cop.), Gwinear	1 2 6..	—		
3648	Wheal Hearle (tin), St. Just.	3 0 0..	—		
2048	Wheal Hope (sil.-ld.), Perran	3 5 0..	—	3¼ 4	
6000	Wheal Ida (sil.-lead), St. Ive.	0 5 0..	—		
4800	Wh. Ludcott and Wrey (lead)	3 9 8..	2⅜	2¼ 2⅜	
968	Wheal Margery (tin, copper)	20 6 10..	—	6⅛ 7	
1000	Wh. Mary Hutchings (Plymp.)	0 11 0..	—	2	
6000	Wh. Norris (tin, cp.), St. Cleer	3 7 7..	—		
1024	Wheal Par (tin), St. Blazey ..	6 8 0..	—		
6000	Wh. Pollard (cop.), St. Neot's	3 3 6..	—		
1024	Wheal Polmear (copper)......	3 13 9..	—		
970	Wh. Prosper (cp., tin), Breage	13 18 10..	—		
25000	Wh. Prudence St. Ag. [L. £1]	0 17 6..	—		
240	Wh. Reeth (tin), Uny Lelant	96 10 0..	—		
2000	Wheal Rose (copper), Scorrier.	—	45	40 43	
1500	Wheal Sarah (tin), Lanivet ..	0 9 6..	—		
4096	Wheal Sidney (tin), Plympton	5 0 7..	—		
2048	Wh. Sithney & Carnmeal Unl.	12 4 0..	7½	7 7½	
6000	Wheal Sparnon (copper)	0 12 0..	—		
960	Wh. Trannack (cp., tin), Sith.	2 15 0..	—		
6000	Wheal Union (cop.), Redruth	4 7 6..	—		
6000	Wh. Unity (cop., tin), Gwinear	14 12 0..	—		
4096	Wh. Uny (tin, cop.), Redruth	9 7 0..	6⅛	5½ 6	
4500	Wheal Vlow (copper)	0 9 0..	—		
1024	Wh. Vyvyan (cop.), Constantine	7 15 0..	—		
994	Worvas Downs (tin), Lelant.	7 7 0..	—		
3097	Yarner (copper), Devon	3 13 0..	—		

MISCELLANEOUS.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.
10000	Discount Corporatn. [L. £100]	12 10 0..	16¼	15¼ 16
125000	Gen. Cred. & Fin. Lond. [L. £20]	4 0 0..	7½	7 7¼
150000	Inter. Financial Soc. [L. £20]	5 0 0..	11	10⅜ 10⅝
80000	National Discount Co. [L. £25]	5 0 0..	15	14⅛ 15
8000	South Wales Colliery [L. £25]	2 10 0..	—	

*** Those mines with [S.E.] appended have been admitted on the Stock Exchange. Those mines with [L.] appended have been incorporated with Limited Liability.

*** Our object being to make the Share List correct, we earnestly call upon all who have the power, to aid us, by forwarding any alterations or corrections which may, from time to time, come under their notice. To shareholders, as well as those officially connected with the mines, we appeal for information. Reports from mines—in fact, mining intelligence of every description, forwarded to our office, will meet ready attention.

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